YOLO COUNTY
COMMUNITY SERVICES DEPARTMENT

Draft Initial Study/
Mitigated Negative Declaration
File #PW2023-01

County Road 96 over Union School Slough
Bridge Replacement Project

County Work Order 4595
Federal Project Number BRLO-5922 (103)
June 2023

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1. Introduction

The Yolo County Department of Community Services, Public Works Division (County), and the California Department of Transportation (Caltrans) Division of Local Assistance is proposing to replace the existing bridge on County Road (CR) 96 crossing over Union School Slough with funding made available through the FHWA Highway Bridge Program and administered by Caltrans. The bridge was determined to be structurally deficient by Caltrans as recently as 2013 and currently has a sufficiency rating of 54.9. The existing bridge (Bridge No. 22C0126) was constructed in 1930 and is approximately 40 feet long and 20 feet wide. The structure consists of single-span reinforced concrete T-girders. The bridge has extensive deck cracking, with longitudinal cracking along the bottom of all girders. Spalls with exposed rebar are also visible on the girders and soffit, and abrasion with exposed rebar is evident on the face of the northern abutment (Abutment 2). Sections of the bridge railing have completely spalled, exposing the rebar. Debris and mud build-up under the bridge has exacerbated the documented scouring at the site.

The proposed Project will construct a new bridge south of the existing structure, such that Union School Slough can flow straight east under CR 96. The bridge has a long history of debris build-up which is exacerbated by the 180-degree bend in the creek as it crosses under CR 96 on the north end. Removal of the bends in the creek will alleviate debris build-up. A pipe culvert will be installed at the current crossing to accommodate overflows and maintain the environmental benefit of the existing watercourse spur.

The new bridge will accommodate two 11-foot travel lanes and two-foot shoulders. The new bridge is a 46.5 foot long, 29.5 foot wide, single-span structure. The structure type is cast-in-place, post-tensioned concrete slab.

1.1 **Regulatory Framework**

The Yolo County Department of Community Services has determined that the County Road 96 over Union School Slough Bridge Replacement Project meets the California Environmental Quality Act (CEQA) Guidelines Section 15378 definition of a Project. CEQA Guidelines Section 15378 defines a Project as the following:

> *"Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.*

In accordance with the CEQA (Public Resources Code Sections 21000-21177), this Initial Study has been prepared to identify potentially significant impacts upon the environment resulting from the construction, operation, and maintenance of the County Road 96 over Union School Slough Bridge Replacement Project (Project or proposed Project). In accordance with Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the Yolo County Department of Community Services as Lead Agency to inform the Lead Agency decision makers, other affected agencies, and the public, of potential environmental impacts associated with the implementation of the Project.

2. Environmental Checklist Form

Project Title	County Road 96 over Union School Slough Bridge Replacement Project (Project)
Lead Agency Name and Address	Yolo County Department of Community Services 292 West Beamer Street Woodland, CA, 95695-2598
Contact Person and Phone Number	Ahmad Aleaf, P.E. Senior Civil Engineer 530-666-8437
Project Location	The Project is located on County Road 96, north of County Road 31, west of the City of Davis, in Yolo County, California.
Project Sponsor's Name and Address	Vin Cay, Director Public Works Division Yolo County Department of Community Services 292 W. Beamer St. Woodland, CA 95695
General Plan Designation	Agriculture (AG)
Zoning	County Road Right of Way Agricultural Intensive (A-N): 040-180-012, 040-170-001, 040-170-003, 040-180-013

Project Description Summary: The Yolo County Department of Community Services, Public Works Division (County), and the California Department of Transportation (Caltrans) Division of Local Assistance are proposing to replace the existing bridge on County Road (CR) 96 crossing over Union School Slough with funding made available through the FHWA Highway Bridge Program and administered by Caltrans. The bridge was determined to be structurally deficient by Caltrans as recently as 2013 and currently has a sufficiency rating of 54.9.

The Project site is located within the southern region of Yolo County, between Interstate 505 and State Route 113. County Road (CR) 96 is a rural local roadway that extends between Russell Boulevard to the south and CR 27 on the north.

The existing bridge (Bridge No. 22C0126) was constructed in 1930 and is approximately 40 feet long and 20 feet wide. The structure consists of single-span reinforced concrete T-girders. The bridge has longitudinal and shear cracking along the girders and evidence of water penetration through the deck. Additionally, the bridge railing is in poor condition with spalling and exposed rebar.

The proposed Project will construct a new bridge to the south of the existing structure. The new structure will accommodate two 11-foot travel lanes and two-foot shoulders. The new bridge is a 46.5 foot long, 29.5 foot wide, single-span structure. The structure type is cast-in-place, post-tensioned concrete slab.. The roadway and bridge profile will be raised slightly to clear the 100-year storm event.

Surrounding Land Uses and Setting: Land uses/types surrounding (within 5 miles) the Project area consist of valley foothill riparian, undeveloped grazing land, orchards, agricultural facilities, other park uses, open space, Yolo County Airport, rural and urban residences.

Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, or participation agreement.):

- Caltrans — National Environmental Policy Act (NEPA) Categorical Exclusion
- U.S. Army Corps of Engineers — Section 404 Clean Water Act Nationwide Permit
- Central Valley Regional Water Quality Control Board — Section 401 Water Quality Certification
- California Department of Fish and Wildlife — Section 1602 Streambed Alteration Agreement
- Yolo Habitat Conservancy

Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

All Tribes requesting notification in Yolo County were delivered a letter via email on February 9, 2022, giving formal notice and invitation by Yolo County to initiate AB 52 consultation on the proposed Project and to request participation of interested parties. The Yocha Dehe Wintun Nation (Tribe) responded to the request in a letter dated February 24, 2022, indicating the project is within the aboriginal territories of the Tribe. Though the Tribe is not aware of any known cultural resources near the project site, cultural sensitivity training is recommended for any pre-project personnel.

The Yocha Dehe Wintun Nation representatives also attended a field review meeting on February 20, 2020, to visit the Project site and to better understand the proposed Project activities. Yocha Dehe Wintun Nation requested to be included in property owner and utility owner discussions so they can provide cultural resources education.

2.1 **Project Description**

Location

The Project is located within unincorporated Yolo County, California on County Road (CR) 96 over Union School Slough, approximately 0.65 miles north of CR 29 (Figures 1 and 2). The Project is located within the US Geological Survey (USGS) "Merritt" Quadrangle; Sections 26 and 27, Township 09N, Range 01E.

History

Yolo County (County) proposes to replace the existing bridge on CR 96 over Union School Slough with funding made available through the Federal Highway Administration (FHWA) Highway Bridge Program and administered by the California Department of Transportation (Caltrans). The bridge was determined to be structurally deficient obsolete by Caltrans as recently as 2013 and currently has a sufficiency rating of 54.9.

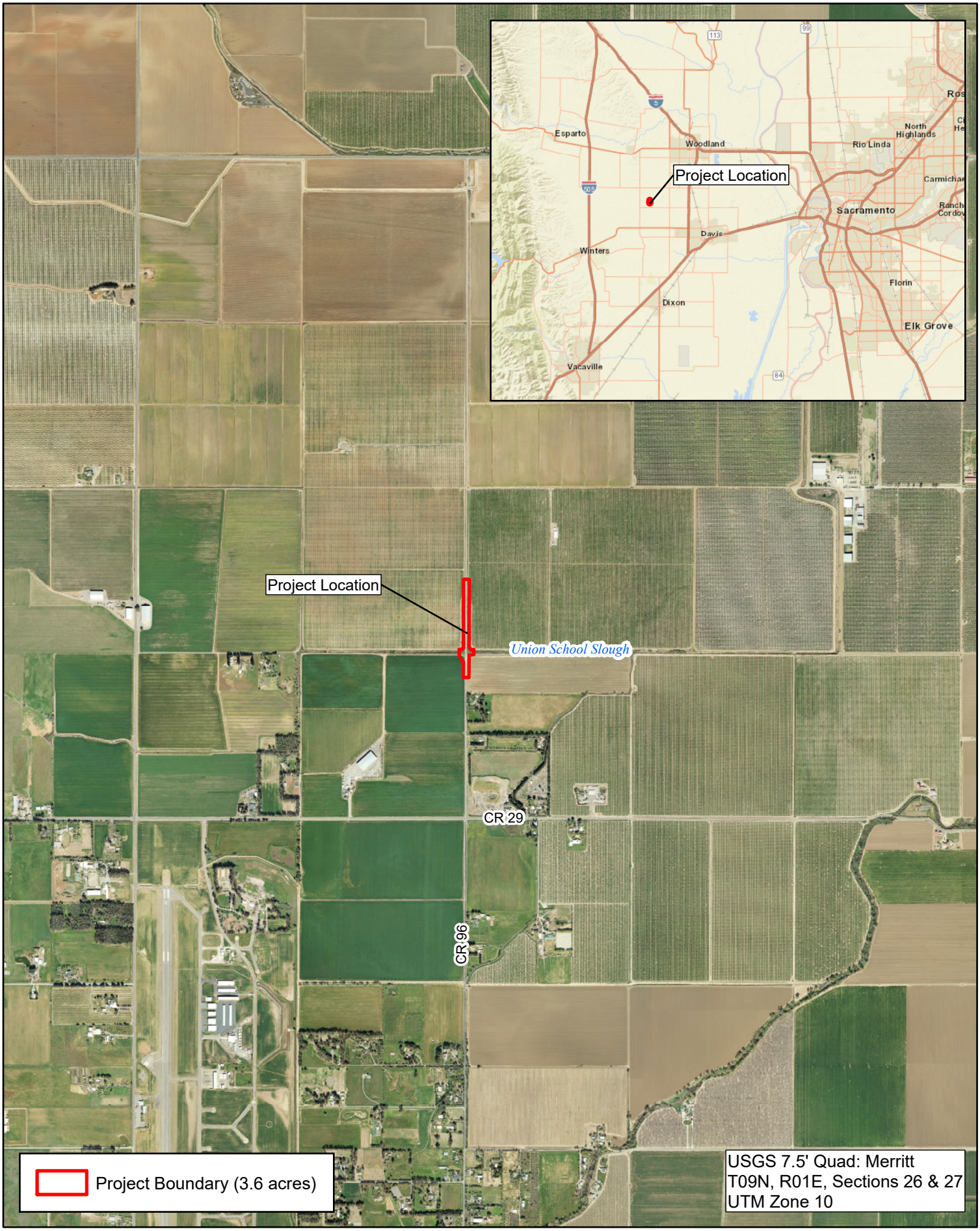
The Project site is located within the southern region of Yolo County, northeast of the Yolo County Airport. County Road 96 is a rural local roadway that extends between Russell Boulevard to the south and CR 27 to the north. County Road 96 is paved and has a constructed width of approximately 20 feet and no shoulders. The bridge, with an Average Daily Traffic count of 200 vehicles, is bordered primarily by agricultural land. There are no posted speed limits within the Project vicinity.

The existing bridge (Bridge No. 22C0126) was constructed in 1930 and is approximately 40 feet long and 20 feet wide. The structure consists of single-span reinforced concrete T-girders. The bridge has extensive deck cracking, with longitudinal cracking along the bottom of all girders. Spalls with exposed rebar are also visible on the girders and soffit, and abrasion with exposed rebar is evident on the face of the northern abutment (Abutment 2). Sections of the bridge railing have completely spalled, exposing the rebar. Debris and mud build-up under the bridge has exacerbated the documented scouring at the site.

Project Purpose and Need

The purpose of the Project is to improve public safety while traveling on CR 96. The need for the Project arises from the poor condition of the bridge (longitudinal and deck cracking, bridge railing in poor condition). The bridge has been programmed for replacement in the Highway Bridge Program (HBP).

Figure 1. Project Location Map



NORTH

1:24,000

0 0.25 0.5 Miles

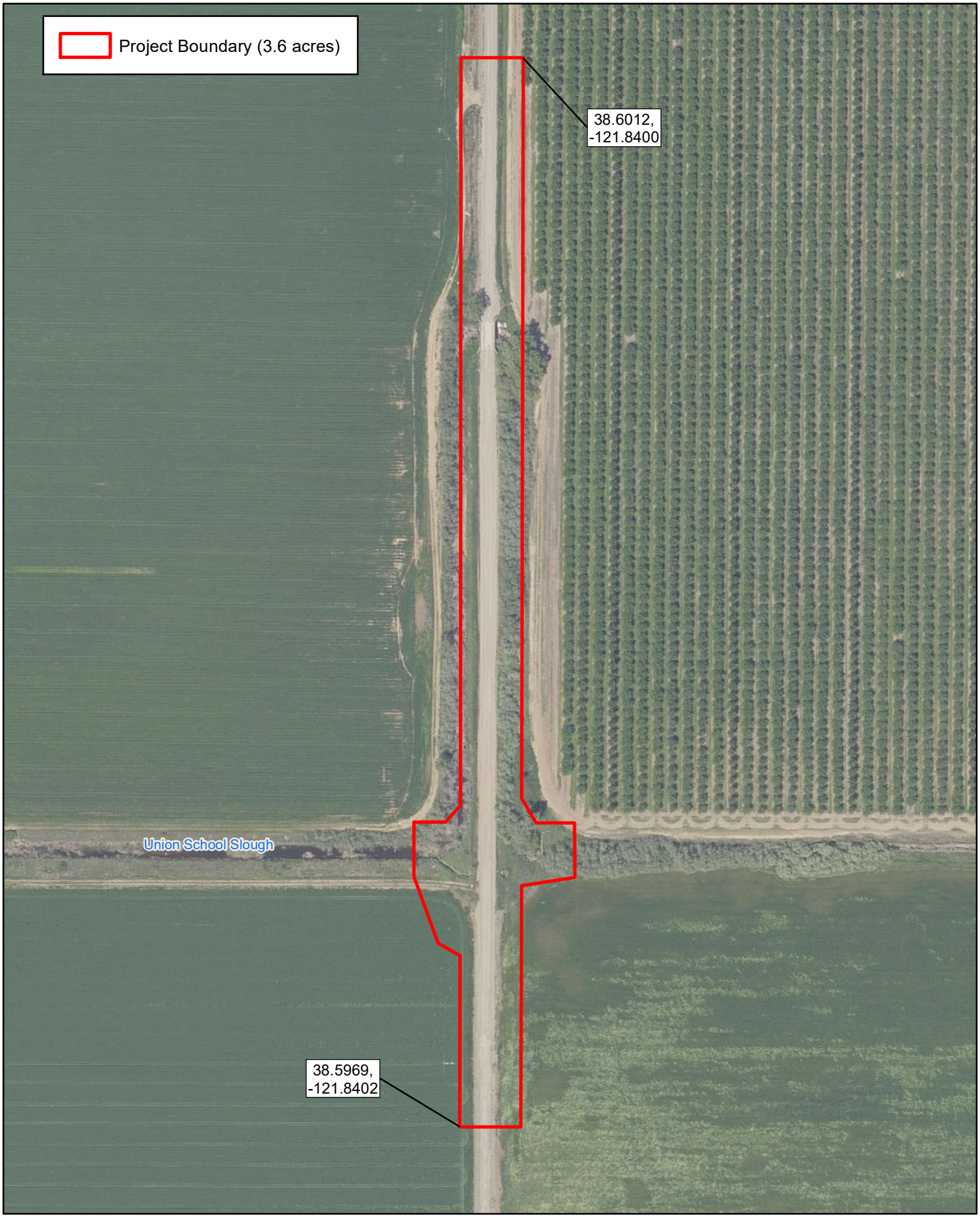
Data Sources: ESRI, USGS

County Road 96 over Union School Slough
Bridge Replacement Project
Regional Location
Figure 1

gallaway ENTERPRISES

GE: #17-013B Map Date: 05/23/2023

Figure 2. Aerial Photograph



1:2,200
0 50 100 Feet
Data Sources: ESRI, County of Yolo, USGS

NORTH

County Road 96 Union School Slough
Project Location
Figure 2

gallaway ENTERPRISES

GE: #17-013B Map Date: 10/12/2021

Project Description

The Project site is located within the southern region of Yolo County, between Interstate 505 and State Route 113. County Road (CR) 96 is a rural local roadway that extends between Russell Boulevard on the south and CR 27 on the north. Within the Project vicinity, CR 96 is paved and has a constructed width of approximately 20 feet and no shoulders. The bridge has an Average Daily Traffic count of 200 vehicles and is bordered by four large agricultural parcels, APN 040-180-012 (160 acres) to the west, APN 040-170-001 (80 acres) to the east, and APN 040-180-013 (160 acres) to the southwest. A smaller agricultural parcel, APN 040-170-003 (40 acres) borders the southeast portion of the Project site. There is a residential structure approximately 0.15 miles south of the Project Site (located on APN: 040-170-004). There are no posted speed limits within the Project vicinity.

The existing bridge (Bridge No. 22C0126) was constructed in 1930 and is approximately 40 feet long and 20 feet wide. The structure consists of single-span reinforced concrete T-girders. The bridge has extensive deck cracking, with longitudinal cracking along the bottom of all girders. Spalls with exposed rebar are also visible on the girders and soffit, and abrasion with exposed rebar is evident on the face of the northern abutment (Abutment 2). Sections of the bridge railing have completely spalled, exposing the rebar. Debris and mud build-up under the bridge has exacerbated the documented scouring at the site. The bridge has a long history of debris build-up caused by the 180-degree bend in the creek as it crosses under CR 96 on the north end. Removal of the bends in the creek will alleviate debris build-up.

The proposed Project will construct a new bridge to the south of the existing structure, such that Union School Slough can flow straight east under CR 96. A pipe culvert will be installed at the current crossing to accommodate overflows and maintain the environmental benefit of the existing watercourse spur. The new bridge will accommodate two 11-foot travel lanes and two-foot shoulders. The new bridge is a 46.5 foot long, 29.5 foot wide, single-span structure. The structure type is cast-in-place, post-tensioned concrete slab. Construction of the bridge will involve excavation for and construction of concrete abutments, founded on driven piles. Construction of the roadway approaches will involve the placement of new roadway fill material, aggregate base, hot mix asphalt pavement, and installation of guard rail. As a result, permanent acquisitions will be needed from the following (4) parcels: (040-170-001 – 0.05 acre), (040-170-003 – 0.03 acre), (040-180-012 – 0.02 acre), and (040-180-013 – 0.12 acre), totaling an approximate 0.22 acre. All parcels are under Williamson Act contracts.

Temporary work within Union School Slough includes removal of the existing structure, installation of a pipe culvert at the existing bridge location, falsework erection and removal, and installation of scour countermeasures at the abutments. Temporary slough diversion is anticipated in order to complete activities within the waterway. Tree removal and removal of other vegetation along the slough will be necessary for the Project.

Relocation of overhead electrical lines, including two utility poles, along the east side of CR 96 is anticipated as part of the Project. A (Sacramento Municipal Utility District) SMUD gas line running east-west just south of Union School Slough was positively located through potholing and was determined to be southerly of the proposed bridge location and therefore not in conflict. Temporary construction easements will be needed from four (4) parcels adjacent to the bridge to facilitate driveway conforms, utility relocations, and allow construction access.

During construction, this section of CR 96 will be closed to through traffic and a detour route made available. Vehicular traffic will be able to utilize CR 95, 98, 27, and 29 as alternative routes. Construction is anticipated to begin in Spring 2024 and have a duration of approximately 8 months.

Yolo HCP/NCCP Avoidance and Minimization Measures

The proposed Project is required to follow the conditions of the Yolo County Habitat Conservation Plan & Natural Community Conservation Plan (Yolo HCP/NCCP) with the incorporation of Avoidance and Minimization Measures (AMMs) that are applicable to the proposed Project activities. The following AMMs were identified during the development of the Natural Environment Study (Appendix C) prepared for the Project.

- **AMM1 - Establish Buffers**
- **AMM2 - Design Developments to Minimize Indirect Effects at Urban-Habitat Interfaces**
- **AMM3 - Confine and Delineate Work Area**
- **AMM4 - Cover Trenches and Holes during Construction and Maintenance**
- **AMM5: Control Fugitive Dust**
- **AMM6: Conduct Worker Training**
- **AMM7: Control Nighttime Lighting of Project Construction Sites**
- **AMM8 - Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas**
- **AMM9 - Establish Buffers around Sensitive Natural Communities**
- **AMM10 – Avoid and Minimize Effects on Wetlands and Waters**
- **AMM14 - Minimize Take and Adverse Effects on Habitat of Western Pond Turtle**
- **AMM16 - Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite**
- **AMM21 - Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird**

The application of the aforementioned AMMs and integration within specific Mitigation Measures is described in detail in the Biological Resources section of this document.

3. Environmental Factors Potentially Affected

This Initial Study has determined that, in the absence of mitigation, the proposed Project could have the potential to result in significant impacts associated with the factors checked below. Mitigation measures are identified in this Initial Study that would reduce all potentially significant impacts to less-than-significant levels.

	Aesthetics		Land Use and Planning
	Agricultural Resources		Mineral Resources
	Air Quality	✓	Noise
✓	Biological Resources		Population and Housing
	Cultural Resources		Public Services
✓	Tribal Cultural Resources		Recreation
	Energy		Transportation/Traffic
	Geology and Soils		Utilities and Service Systems
	Greenhouse Gas Emissions		Wildfire
✓	Hazards and Hazardous Materials	✓	Mandatory Findings of Significance
✓	Hydrology and Water Quality		None Identified

4. Determination

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the Project-specific mitigation measures described in Section III have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Project MAY have a "Potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature:  **Date:** 6.9.2023

Name and Title: Stephanie Cormier, Principal Planner

5. Evaluation of Environmental Impacts

- Responses to the following questions and related discussion indicate if the proposed Project will have or potentially have a significant adverse impact on the environment.

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by referenced information sources. A "No Impact' answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors or general standards.

- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there is at least one "Potentially Significant Impact" entry when the determination is made an EIR is required.

- Negative Declaration: "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, "Earlier Analysis," may be cross-referenced).

- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)].

- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used, or individuals contacted are cited in the discussion.

- The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

5.1 **Aesthetics**

Except as provided in Public Resources Code Section 21099 would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Environmental Setting

The following information is from the 2030 Countywide General Plan CEQA Environmental Impact Report (EIR, Yolo County 2009b). The General Plan EIR characterizes the unincorporated area of the County as having seven separate subareas of distinct natural resources, geographic, or developed qualities to describe the varying visual and scenic resources found within the County.

Yolo County is predominantly rural, having an agricultural character throughout most of the eastern portion of the County and a more topographically varied foothill/mountain character in the western portion of the County.

The Valley Floor subarea where the proposed Project is located generally includes those lands south of the Cache Creek subarea and north of the Putah Creek/Lake Berryessa subarea as well as lands east of the Dunnigan Hills subarea and west of the Sacramento River subarea. The area includes the City of Woodland and the City of Davis, as well as the towns of Esparto and Madison and the Monument Hills community. These lands are almost entirely agricultural in land use and include vast stretches of alfalfa, rice, and tomato fields as well as other varieties of field crops and tree crops. The landscape within this subarea is predominantly flat, with expansive views of cultivated fields uninterrupted by natural or constructed landforms or significant development. Adding to the visual character of this subarea are intermittent farm implement storage and agricultural industrial buildings, including barns, processing facilities, and storage areas, which give the Valley Floor subarea a truly rural character.

Currently, Yolo County has no designated federal or State Scenic Highways; however, State Route 128 is state listed as eligible for designation as a State Scenic Highway. There are no local scenic highways designated or eligible by Yolo County within the Project area.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** The landscapes and visual features of the County are of predominantly local importance and the County does not host significant numbers of viewers (Yolo County 2009a). The County's scenic areas, vistas, and views are predominantly accessible by the County's locally designated scenic highways. The Project is located approximately 5.5 miles from State Route 16, a County designated scenic highway from the Colusa County line to Capay. Views from the Project location include the valley-foothill riparian vegetation associated with Union School Slough. Construction of the Project is anticipated to require the removal of native and non-native trees and vegetation associated with Union School Slough.

The proposed vegetation removal will result in a minor change to the views of the Project site. Upon completion of the Project, existing views will be maintained. The proposed improvements are consistent with the existing land use and aesthetic features of the area. The proposed bridge replacement will not result in a substantial adverse impact to any scenic vistas. Project impacts are less than significant.

b) ***Less Than Significant Impact.*** Currently Yolo County has no designated federal or State Scenic Highways. However, State Route 128 is state listed as eligible for designation as a State Scenic Highway. See also discussion under item a) above. The Project is not expected to substantially damage scenic resources.

c) ***Less Than Significant Impact.*** The Project site is in a rural setting comprised primarily of unpaved roadway and lands used for agriculture. The majority of vegetation proposed for removal is located within the Slough and will not adversely impact the surrounding visual aesthetic features. Upon completion of the Project, existing views will be maintained. Publicly accessible vantage points include views from the road by through traffic. Project activities will not degrade the quality of public views or visual character of the Site, therefore impacts will be less than significant.

d) ***No Impact.*** The Project does not include lighting or surfaces which would contribute to glare, therefore there is no impact.

Mitigation Measures: None required.

5.2 **Agricultural and Forestry Resources**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The Project is located in a rural area of the County and has the potential to impact lands used for agriculture. To evaluate potential impacts, a Farmlands Study Memo was developed for the proposed Project (Appendix A). Project activities are anticipated to permanently impact 0.05 acres of Prime Farmland, as defined by the Farmland Mapping and Monitoring Program (FMMP), and 0.26 acres of Farmland of Statewide Importance, totaling 0.31 acres. Project activities are anticipated to temporarily impact 0.10 acres of Prime Farmland and 0.26 acres of Farmland of Statewide Importance, totaling 0.36 acres of temporary impacts to farmlands.

The surrounding parcels, northwest (APN 040-180-012), northeast (APN 040-170-001), southwest (APN-040-180-013), and southeast (APN 040-170-003) have contracts under the Williamson Act. It is anticipated that no Williamson Act contracts will be terminated, although the parcels under contract may require revisions due to temporary construction easements and minor loss of farmland resulting from right-of-way acquisitions. Temporary construction easements totaling 0.36 acres will occur on four of the parcels as follows: APN 040-170-001 – 0.13 acres, APN 040-170-003 - 0.07 acres, APN 040-180-012 – 0.08 acres, and APN 040-180-013

– 0.08 acres. Permanent right of way acquisition totaling 0.22 acres will occur on four of the parcels as follows: APN 040-170-001 – 0.05 acres, APN 040-170-003 - 0.03 acres, APN 040-180-012 – 0.02 acres, and APN 040-180-013 – 0.12 acres. Acreage totals are approximations and are subject to revision during the right-of-way acquisition process. The remaining acreages on all parcels will remain under Williamson Act contract.

Government Code §51295 states that when a public improvement project acquires or modifies only a portion of a parcel of land subject to a Williamson Act contract, the contract is deemed null and void only as to that portion of the contracted farmland removed. The remaining land continues to be subject to the contract unless it is adversely affected with property acquired by eminent domain or in lieu of eminent domain. Section 15206(b)(3) of the California Environmental Quality Act Guidelines identifies the cancellation of 100 acres or more of an open space contract under the Williamson Act by a project as constituting a project of statewide, regional, or areawide significance. As stated above, it is anticipated that no Williamson Act contracts will be terminated, although parcels currently enrolled (APNs 040-180-012, 040-170-001, 040-180-013, and 040-180-003) will require minor revisions to their contracts due to the new right of way acquisitions resulting from fill slope intrusions onto adjoining properties.

The Project will not result in any impacts to agricultural improvements that might be needed for the cultivation of the affected parcels, such as wells or canals. Title 49 of the Code of Federal Regulation Part 24 Uniform Relocation Assistance and Real Property Acquisition Act (URA) for Federal and Federally assisted Programs (section 24.102 Basic Acquisitions policies or section 24.103 Criteria for appraisals) would apply to the compensation for improvements and the need to pay for salvage value. These sections would apply to the compensation to landowners for any right of way acquisition due to Project activities. Accordingly, the landowners would be compensated to replace any affected improvements.

The Yolo County Agricultural Conservation and Mitigation Program (Yolo County Ordinance §8-2404) requires mitigation for conversion of agricultural lands to predominately non-agricultural use. Section 8-2404 (c)(2)(ii) of the ordinance allows for facilities and infrastructure that do not generate revenue to be exempt from farmland conversion mitigation requirements.

Yolo County does not have a specific threshold of significance to assess potentially significant impacts to farmland. However, the County has established different criteria for protecting farmland in different contexts. First, the County's Agricultural Conservation and Mitigation Program (Sec. 8-2.404 & 405) sets an impact threshold of 20 acres for projects to require the acquisition of a permanent conservation easement, rather than the payment of in-lieu fees. Second, the County's Agricultural Zoning Regulations (Sec. 8-2.302) sets forth minimum parcel size requirements for creating new parcels in the agricultural zones of 40 acres for irrigated parcels in permanent crops, 80 acres for irrigated parcels, and 160 acres for uncultivated and not irrigated. Similarly, the County does not allow new Williamson Act contracts that are less than 40 acres of irrigated farmland; 80 gross acres where the soils are capable of cultivation but are not irrigated; and 160 acres where the soils are not capable of cultivation. Finally, the County's Williamson Act Guidelines determine a project's compatibility with agriculture based on the principles of compatibility in Government Code section 51238.1:

> (1) The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in agricultural preserves.
>
> (2) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in agricultural preserves. Uses that significantly displace agricultural operations on the subject contracted parcel or

parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.

(3) The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.

Accordingly, significance under CEQA can be evaluated through a three-step evaluation: 1) does the Project remove more than 20 acres of farmland, 2) does the Project reduce the farmland to less than 40 acres, or 3) are there aspects of the Project that are incompatible with agriculture on the affected parcel(s) or neighboring farmland?

Potential Environmental Effects

a) ***Less Than Significant Impact.*** There are no known Farmland Conservation Easements that will be impacted by the proposed Project. These permanent impacts to farmland do not remove more than 20 acres of farmland, do not reduce the size of a parcel to the 40 acres applicable to irrigated farmland, and will not significantly compromise the long-term productive agricultural capability of any parcel, displace any current or foreseeable farming operations, or remove adjacent agricultural or open space land. Due to the relatively minor amount of farmland conversion, this impact is considered to be less than significant.

b) ***Less Than Significant Impact.*** The affected parcels within the Project area are zoned by Yolo County as Agricultural Intensive (A-N) and are designated for Agriculture (AG) in the Yolo County General Plan. Roads are not separately zoned and are included in any zone without the need for a special designation. The four parcels under Williamson Act contracts will sustain approximately 0.36 ac of temporary impacts and 0.22 ac of permanent impacts. The following describes impacts per parcel: APN 040-180-013 - 0.12 ac permanent, APN 040-180-012 - 0.02 ac permanent, APN 040-170-003 – 0.03 ac permanent, APN 040-017-001 - 0.05 ac permanent. APN 040-170-001 - 0.13 ac temporary, APN040-170-003 - 0.07 ac temporary, APN 040-180-012 - 0.08 ac temporary, and APN 040-180-013 - 0.08 ac temporary. The removal of Williamson Act contracted land to accommodate the Project is authorized by the California Land Conservation Act, and therefore does not conflict with the Williamson Act (California Department of Conservation 2020).

c) ***No Impact.*** The proposed Project consists solely of a bridge replacement and does not include any rezoning activities.

d) ***No Impact.*** The proposed Project will not result in the loss of, or conversion of, forest land.

e) ***No Impact.*** The Project does not include other activities that could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Mitigation Measures: None required

5.3 **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:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The Project area is located in the Sacramento Valley Air Basin (SVAB). The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NO_X) combine to form ground level ozone, or smog.

Congress established much of the basic structure of the Clean Air Act in 1970 and made major revisions in 1977 and 1990. The Federal Clean Air Act established national ambient air quality standards (NAAQS). These standards are divided into primary and secondary standards. Primary standards are designed to protect public health and secondary standards are designed to protect other values. Because of the health-based criteria identified in setting the NAAQS, the air pollutants are termed “criteria” pollutants. California has adopted its own, more stringent, ambient air quality standards (CAAQS). Table 1 lists the SVAB attainment status for federal and state criteria pollutants.

Table 1. Attainment Status for SVAB in Yolo County

Pollutant	National Designation	State Designation
Ozone	Nonattainment (8 hr.)	Nonattainment-Transitional
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Nonattainment	Unclassified
CO	Unclassified/ Attainment	Attainment
NO_2	Unclassified/ Attainment	Attainment
SO_2	Unclassified/ Attainment	Attainment
Sulfates	NA	Attainment
Lead	Unclassified/ Attainment	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

(Source: CARB 2021)

Yolo County is currently in nonattainment status for the 8-hour ozone and $PM_{2.5}$ NAAQS. The County is in nonattainment-transitional status for the ozone and nonattainment status for the PM_{10} CAAQS.

The Yolo-Solano Air Quality Management District (YSAQMD) administers the state and federal Clean Air Acts in accordance with state and federal guidelines. The YSAQMD regulates air quality through its district rules and permit authority. It also participates in planning review of discretionary project applications and provides recommendations. The following YSAQMD rules may apply to the Project:

- **Rule 2.3 Visible Emissions:** The purpose of this rule is to limit the emissions of visible air contaminants to the atmosphere.
- **Rule 2.5 Nuisance:** Prohibits the discharge of air containments which cause injury, detriment, nuisance, or annoyance.
- **Rule 2.11 Particulate Matter:** The purpose of this rule is to protect the ambient air quality by establishing a particulate matter emission standard.
- **Rule 2.28 Cutback and Emulsified Asphalts:** The purpose of this Rule is to limit the emissions of organic compounds from the use of cutback and emulsified asphalts in paving materials, paving, and maintenance operations.
- **Rule 2.32 Stationary Internal Combustion Engines:** The purpose of this Rule is to limit the emission of oxides of nitrogen (NOx) and carbon monoxide (CO) from stationary internal combustion engines.
- **Rule 9.8 Asbestos – Serpentine Rock:** The purpose of this Rule is to limit asbestos emissions to the atmosphere from serpentine rock by prohibiting the use or sale of serpentine rock containing more than one percent (1%) asbestos for surfacing applications.

The YSAQMD sets threshold levels for use in evaluating the significance of criteria air pollutant emissions from Project-related mobile and area sources in the *Handbook for Assessing and Mitigating Air Quality*

Impacts (the Handbook, YSAQMD 2007). The Handbook identifies the following significance thresholds for use in evaluating criteria air pollutant emissions from Project-related activities.

- Reactive Organic Gases (ROG) 10 tons per year (approx. 54.8 pounds per day)
- Oxides of Nitrogen (NOx) 10 tons per year (approx. 54.8 pounds per day)
- Particulate Matter (PM10) 80 pounds per day
- Carbon Monoxide (CO) Violation of State ambient air quality standard

The Project will not increase the capacity of CR 96. Since the Project does not increase the capacity of CR 96, the Project will not result in increased operational vehicular emissions. The air quality analysis below is focused on potential construction related impacts.

Construction emissions were estimated for the Project using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM), Version 9.0.0 (Appendix B). The RCEM was developed to estimate emissions from linear project types including road and bridge construction. The RCEM divides the Project into four 'Construction Periods':

- Grubbing/Land Clearing
- Grading/Excavation
- Drainage/Utilities/Sub-Grade
- Paving

Based on similar road projects, the assumptions presented in Table 2 regarding type of construction equipment and use duration were used in the RCEM. Other Project assumptions used in the RCEM include an eight-month construction schedule starting in 2023, and equipment assumed to run eight hours per day. Results of the RCEM, based on the Project assumptions, are in Table 3.

Table 2. Construction Equipment and Use Assumptions.

Construction Period	Equipment	
	Quantity (Assumed Running Hrs Per Day)	**Type**
Grubbing/ Land Clearing	1(8) 2(8) 2(8)	Crawler Tractors Excavators Signal board
Grading/Excavation	1(8) 1(8) 2(8) 2(8) 1(8) 2(8) 2(8) 3(8) 1(8)	Crawler Tractors Excavators Graders Roller Rubber Tired Loader Scrapers Signal board Tractor/Loader Drill Rig
Drainage/Utilities/Sub-Grade	1(8) 1(8) 1(8) 1(8) 1(8) 2(8) 2(8) 2(8)	Air Compressor Generator Set Grader Plate Compactor Pump Scrapers Signal Board Backhoe
Paving	1(8) 1(8) 2(8) 2(8) 2(8)	Paver Paving Equipment Roller Signal Board Tractor/Loader

Table 3. Estimated Construction Emissions with Mitigation Options

Project Phases	ROG lbs/day	NOx lbs/day	PM10 Total lbs/day	CO lbs/day
Grubbing/ Land Clearing	0.97	9.34	5.41	9.86
Grading/excavation	4.86	50.18	7.10	40.17
Drainage/utilities/sub-grade	3.52	34.37	6.48	33.04
Paving	1.14	10.92	0.57	14.99
Maximum lbs/day	4.86	50.18	7.10	40.17
Significance Threshold (tons/year)	*10*	*10*	--	--
Significance Threshold lbs/day	*54.8*	*54.8*	*80*	--
Significant?	**No**	**No**	**No**	***N/A***

Notes: Data entered to emissions model: Project Start Year: 2023; Project Length (months): 8; Total Project Area (acres): 3.6; Total Soil Imported/Exported (yd^3/day): 20. PM10 estimates assume 50% control of fugitive dust from watering and associated dust control measures. Total PM10 emissions are the sum of *exhaust* and *fugitive dust* emissions.

Potential Environmental Effects

a) ***No Impact.*** A Project is inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan. The proposed Project does not include development of new housing or employment centers and would not induce population or employment growth; therefore, the proposed Project would not conflict with or obstruct the implementation of any air quality plan.

b) ***Less Than Significant Impact.*** Yolo County is currently in nonattainment status for the 8-hour ozone and $PM_{2.5,}$ NAAQS as well as the ozone and PM_{10} CAAQS. Project construction would create short-term increases in ROG, NOx, and PM_{10} emissions from vehicle and equipment operation. The RCEM estimates are below the Yolo County CEQA significance threshold of 10 tons per year (54.8 lbs per day) each for ROG and NOx and 80 lbs/day PM_{10}. The Project would not generate additional traffic on CR 96, would not affect intersection operations, and would not result in a potential violation of the CO standard. This impact is considered less than significant.

c) ***Less Than Significant Impact.*** Sensitive individuals refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Sensitive land uses occur where sensitive individuals are most likely

to spend time (e.g., schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities). Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution.

The Project is located northwest of the City of Davis. The Project site is in proximity to agricultural and rural land uses. Potential receptors in the Project area consist of residential home sites south of the Project site. The nearest home-site is approximately 0.15 miles from the Project area. Sensitive individuals who may be in the vicinity of the proposed Project have the potential to be exposed to PM_{10}, $PM_{2.5}$, CO, ROG, and NOx during construction. Adherence to the YSAQMD rules (Rules 2.3, 2.5, 2.11, 2.28, 2.32, and 9.8 as applicable) will limit potential air quality impacts on sensitive receptors. These impacts are considered less than significant.

d) ***Less Than Significant Impact.*** Construction activities would involve the use of construction equipment, which have distinctive odors. Odors from construction activities are considered less than significant because of the limited number of the public affected and the short-term nature of the emissions. The proposed Project would not result in increased production of odors causing compounds beyond the construction period. In accordance with district rule 3.1, the Yolo-Solano Air Quality Management District requires all contractors and subcontractors using portable generators above 50hp to obtain either a statewide Portable Equipment Registration Program (PERP) placard and sticker or a valid District Permit to Operate (PTO) permit. Obtaining a PERP or PTO permit will ensure regulated machinery associated with any other emissions, or odors, are accounted for. Impacts will be less than significant.

Mitigation Measures: None required.

5.4 **Biological Resources**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Environmental Setting

Potential impacts to biological and wetlands resources were evaluated in the following Project documents:

- **Natural Environment Study (NES):** The NES is a standard Caltrans report format for documenting and evaluating the potential Project impacts to biological resources (Gallaway Enterprises 2022).
- **Draft Delineation of Waters of the United States (WD)**: This report evaluates and delineates wetland and other waters of the U.S. in the Project area (Gallaway Enterprises 2021b).

Planning level surveys and protocol-level surveys were conducted June 23, 2020, and October 20, 2021, to identify any Yolo HCP/NCCP covered, rare, endangered, threatened, or sensitive species and their habitats, and their potential to occur within the Biological Survey Area (BSA). Additionally, surveys included land cover types and botanical habitat assessments. Survey results were included in the NES and WD. The documents conclude the following regarding biological resources:

- Modeled habitat for wildlife species covered under the Yolo HCP/NCCP includes western pond turtle (*Emys marmorata*), Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus leucurus*),

tricolored blackbird (*Agelaius tricolor*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*).

- There is suitable habitat within the BSA for Swainson's hawk, white-tailed kite, western pond turtle, tricolored blackbird, northern harrier, pallid bat (*Antrozous pallidus*), and migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC).
- The Project area does not provide suitable habitat for special-status plant species.
- The Project will result in impacts to jurisdictional Waters of the United States (WOTUS) under §404 of the Clean Water Act (CWA).
- Permits and authorizations required for the Project include a §404 CWA Nationwide Permit from the U.S. Army Corps of Engineers (Corps), a §401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB), a National Pollutant Discharge Elimination System (NPDES) Permit from the RWQCB, and a Fish and Game Code §1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). The Project will seek coverage under the Yolo HCP/NCCP.

Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (Yolo HCP/NCCP)

The Yolo HCP/NCCP is a comprehensive, county-wide plan to provide for the conservation of 12 sensitive species and the natural communities and agricultural land on which they depend, as well as a streamlined permitting process to address the effects of a range of future anticipated activities on these 12 species. The Yolo HCP/NCCP refers to the range of future anticipated activities as *covered activities* and the 12 sensitive species covered by this HCP/NCCP as *covered species*.

The Yolo HCP/NCCP Section 4.3, Avoidance and Minimization Measures (AMMs), describes conditions that project proponents must adopt to receive coverage under the Plans. These measures specify how project proponents will avoid and minimize take of covered species during implementation of covered activities and are referred to herein as AMMs. Section 4.3.1, General Project Design, describes AMMs that apply to the design of all development Projects. Section 4.3.2, General Construction and Operations and Maintenance, describes AMMs that apply to all construction and operations, and maintenance activities. Section 4.3.3, Sensitive Natural Communities, describes AMMs that are specific to rare or sensitive natural communities, such as the fresh emergent wetland natural community and other natural communities associated with aquatic features, and therefore warrant specific avoidance and minimization measures. Section 4.3.4, Covered Species, describes AMMs that are specific to each covered species.

Covered Species, as defined by the Yolo HCP/NCCP, refers to those species for which take authorization would be provided by the permits issued for the approved HCP/NCCP. The Yolo HCP/NCCP provides for the conservation and management of these species in the Plan Area to offset the effects of implementing the covered activities on these species.

Physical Conditions

The Project area is located within the Sacramento Valley, west of Davis in unincorporated Yolo County, California. The Project area is composed primarily of existing asphalt roadway, an existing bridge over Union School Slough, and gravel road shoulders. Land within the Project area that occurs outside of the gravel road shoulders is primarily composed of agricultural land. Soils within the Project area consist of silty clay loam.

The average annual precipitation for the area is 17.55 inches and the average temperature is 60.4° F (Western Regional Climate Center 2021). The Project area occurs at an elevation of approximately 78 feet above sea level and is sloped between 0 and 2 percent.

There is one drainage (Union School Slough) present within the Project area (See Appendix D: Draft Delineation of Waters of the U.S. Map). There are no wetland features present within the Project site.

Biological Conditions

Land cover types delineated by the Yolo HCP/NCCP within the Project area are Lacustrine and Riverine, Valley Foothill Riparian: Sandbar Willow, Himalayan Blackberry, Valley Oak, and Shining Willow, Semi-agricultural/Incidental to Agriculture, Cultivated Lands: Alfalfa, Other Agriculture, and Barren: Anthropogenic.

Per the Project NES, the Project has the potential to affect four (4) HCP/NCCP covered species:

- Western pond turtle (*Emys marmorata*), California Species of Special Concern
- Swainson's hawk (*Buteo swainsoni*), California listed as threatened
- White-tailed kite (*Elanus leucurus*), California Fully Protected species
- Tricolored blackbird (*Agelaius tricolor*), California listed as threatened

The Project also has the potential to affect nesting migratory birds and raptors protected by the MBTA and CFGC, as well as northern harrier and pallid bat, both California Species of Special Concern.

A comprehensive list of species that are known to occur in the region and were evaluated for their potential to occur in the Project area is included in the NES (Appendix C). Field surveys conducted by Conservancy-approved qualified biologists identified the presence of habitat that could support the wildlife listed above.

Yolo HCP/NCCP Designated Land Cover Types within the Project Area

Lacustrine and Riverine

The Lacustrine and Riverine SNC is defined by the Yolo HCP/NCCP as the open water portions of lakes, rivers, and streams. Within the BSA, there are two (2) drainages that qualify as Riverine habitat. The drainages within the Project area are Union School Slough and Union School Slough Diversion Channel. Union School Slough and Union School Slough Diversion Channel are intermittent drainages that are used to transport agricultural water. There are patches of fresh emergent vegetation within Union School Slough. Intermittent drainages convey precipitation and agricultural runoff during the wetter winter and spring months, and typically dry up during the summer and early fall. These drainages may experience summertime flows in association with the release of agricultural irrigation. Flowing water was observed within Union School Slough during the June 23, 2020 field visit.

Cultivated Lands: Alfalfa

The Cultivated Lands: alfalfa land cover type consists of a relatively low-growing perennial herbaceous legume species that is periodically irrigated and cut for hay, often five times during the growing season. The high protein content of its leaves makes alfalfa highly palatable for rodents such as ground squirrels, gophers, and voles, which are often present in high numbers in the fields. Alfalfa crops may support foraging habitat for Swainson's hawk and white-tailed kite per the Yolo HCP/NCCP.

Valley Foothill Riparian Natural Community

The Valley Foothill Riparian land cover type is designated as a SNC by the Yolo HCP/NCCP and consists of deciduous scrubby vegetation along streams and at the margins of rivers, dominated by willows, and areas dominated by herbaceous riparian vegetation if less than 1 acre in size. Within the Project area the riparian vegetation was dominated by a dense shrub canopy of sandbar willow (Salix exigua) and an understory of Himalayan blackberry (Rubus armeniacus). Also lining the channel was the occasional valley oak (Quercus lobata) and shining willow (Salix lasiandra). Valley foothill riparian habitats provide food, water, migration, and dispersal corridors for fish species, and escape, nesting, and thermal cover for an abundance of other wildlife species.

Semi-agricultural/Incidental to Agriculture

Semi agricultural areas include livestock feedlots, farmsteads, and miscellaneous semi agricultural features such as small roads, ditches, and unplanted areas of cropped fields (e.g., field edges).

Barren

The Barren land cover type consists of areas that are devoid of vegetation. Barren, rock outcrop, levee (tops and riprapped areas), and gravel/sand bars land cover types fall within this general definition. As opposed to the urban land cover type, which is dominated by structures and pavement, barren lands include areas that have been cleared of vegetation and are not closely associated with a human structure. Barren land does not typically support wildlife species, although some species such as killdeer (Charadrius vociferus) and western fence lizard (Sceloporus occidentalis) may be found breeding barren habitat.

Impacts to Yolo HCP/NCCP land cover types that occur within the Project area have been quantified below.

Table 4. Impacts to Land Cover Types

Impacts to Land Cover Types		
Land Cover Types	**Permanent Impacts Acres**	**Fee Buffer Acres**
Valley Foothill Riparian	0.22	0.04
Other Agriculture	0.05	0.07
Lacustrine/Riverine	0.17	0.24
Barren	1.03	0.15
Cultivated Lands - Alfalfa	0.09	0.07
Semiagricultural/Incidental to Agriculture	0.53	0.16
Totals =	**2.09**	**0.73**

Yolo HCP/NCCP Avoidance and Minimization Measures

The Project will implement the following required Yolo HCP/NCCP AMMs into the Project design and the mitigation measures (MM) presented in this document:

- **AMM1: Establish Buffers:** Addressed in MM BIO-6 (Wetlands and Waters)

- **AMM2: Design Developments to Minimize Indirect Effects at Urban-Habitat Interfaces**
- **AMM3: Confine and Delineate Work Area:** Addressed in MM BIO-6 (Wetlands and Waters), and AMM9 (Establish Buffers around Sensitive Natural Communities),
- **AMM4: Cover Trenches and Holes during Construction and Maintenance:** Addressed in MM BIO-1 (Western Pond Turtle).
- **AMM5: Control Fugitive Dust:** This Yolo HCP/NCCP AMM is addressed through adhering to YSAQMD Rules in section 5.3 above.
- **AMM6: Conduct Worker Training:** Addressed in MM BIO-8 (Worker Environmental Training Program).
- **AMM7: Control Nighttime Lighting of Project Construction Sites:** Addressed in MM BIO-10 (Control Nighttime Lighting).
- **AMM8: Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas:** Addressed in MM BIO-6 (Wetlands and Waters), and MM BIO-7 (Sensitive Natural Communities).
- **AMM9: Establish Buffers around Sensitive Natural Communities:** Addressed in MM BIO-6 (Wetlands and Waters), and MM BIO-7 (Sensitive Natural Communities).
- **AMM10: Avoid and Minimize Effects on Wetlands and Waters:** Addressed in MM BIO-6 (Wetlands and Waters), and MM BIO-7 (Sensitive Natural Communities).
- **AMM14: Minimize Take and Adverse Effects on Habitat of Western Pond Turtle:** Addressed in MM BIO-1 (Western Pond Turtle).
- **AMM16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite:** Addressed in MM BIO-2 (Swainson's Hawk and White-Tailed Kite).
- **AMM21: Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird:** Addressed in MM BIO-3 (Tricolored Blackbird).

Potential Environmental Effects

a) ***Less Than Significant with Mitigation Incorporated***

Special-Status Wildlife Species:

Western pond turtle (*Emys marmorata*): The western pond turtle is a Species of Special Concern (SSC) in California and is a covered species under the Yolo HCP/NCCP. There is suitable habitat for western pond turtle present within the Lacustrine and Riverine habitat types within the Project area. During the June 23, 2020 field visit Gallaway Enterprises observed a western pond turtle within the BSA.

Implementation of MM BIO-1 (Western Pond Turtle), which incorporates Yolo HCP/NCCP AMMs 4 and 14 (Cover Trenches and Holes during Construction and Maintenance; Minimize Take and Adverse Effects on Habitat of Western Pond Turtle), will reduce potential impacts to western pond turtle by minimizing potential entrapment to less than significant. Implementation of MM BIO-6

(Wetlands and Waters), and MM BIO-7 (Sensitive Natural Communities), and MM BIO-8 (Worker Environmental Training Program) will also reduce potential impacts to western pond turtle by avoiding environmentally sensitive areas and sensitive natural communities, and requiring that all construction personnel be properly trained in avoidance measures. Thus, impacts would be reduced to a less than significant level.

Nesting Migratory Birds and Raptors: The Project area provides potential nesting sites for birds listed under the federal MBTA, the State Migratory Bird Policy Act (MBPA) of 2019, and is regulated by the Yolo HCP/NCCP and the CFGC. Depending on the species, birds may nest in trees, shrubs, in or on the ground, and on artificial structures such as buildings, culverts, headwalls, poles, and signs.

The planning level surveys determined that potentially suitable habitat for Yolo HCP/NCCP-covered bird species including Swainson's hawk, white-tailed kite, and tricolored blackbird occurs within or adjacent to the Project area. The removal of trees in the Project site has the potential to impact nesting sites.

Implementation of MM BIO-2 (Swainson's Hawk and White-Tailed Kite) and MM BIO-3 (Tricolored Blackbird) will reduce potential impacts to Swainson's hawk, white-tailed kite, and tricolored blackbird by requiring preconstruction surveys to identify active nests and/or presence of species. Impacts will be reduced to a less than significant level.

MM BIO-4 below provides for preconstruction surveys for other birds protected by the MBTA or California Fish and Game Code. Implementation of MM BIO-4 will reduce potential impacts to nesting migratory birds and raptors by restricting Project activities and vegetation removal, thereby reducing impacts to a less than significant level.

Implementation of MM BIO-6 (Wetlands and Waters), and MM BIO-7 (Sensitive Natural Communities), and MM BIO-8 (Worker Environmental Training Program) will also reduce potential impacts to Swainson's hawk, white-tailed kite, tricolored blackbird, and nesting migratory birds and raptors by avoiding environmentally sensitive areas and sensitive natural communities and requiring that all construction personnel be properly trained in avoidance measures. Thus, impacts would be reduced to a less than significant level.

Pallid bat (*Antrozous pallidus*): Pallid bats are designated as a CDFW SSC. Pallid bats roost alone, in small groups (2 to 20 bats), or gregariously (100s of individuals). Day and night roosts include crevices in rocky outcrops and cliffs, caves, mines, trees (e.g., basal hollows of coast redwoods and giant sequoias, bole cavities of oaks, exfoliating Ponderosa pine and valley oak bark, deciduous trees in riparian areas, and fruit trees in orchards), and various human structures such as bridges (especially wooden and concrete girder designs), barns, porches, bat boxes, and human-occupied as well as vacant buildings. Roosts generally have unobstructed entrances/exits, and are high above the ground, warm, and inaccessible to terrestrial predators.

Some mature trees within the BSA could potentially provide suitable roosting habitat for pallid bats. Evidence of roosting, during the June 23, 2020 site visit, (i.e., urine stains and guano) was not observed during the habitat assessment. There are two (2) CNDDB occurrences of pallid bat within 10 miles of the BSA; however, these occurrences are from 1964 and 1957 and are mapped only to the nearby cities

where they were found, with no further occurrence information. There are no other CNDDB occurrences within 20 miles of the BSA.

MM BIO-5 (Bat Avoidance and Minimization) below provides conditions on the timing of mature tree and bridge removal activities and measures such as preconstruction surveys prior to the start of construction to avoid and minimize impacts, thereby reducing impacts to a less than significant level.

b) ***Less Than Significant with Mitigation Incorporated.*** The Project area contains Sensitive Natural Communities designated by the Yolo HCP/NCCP: Lacustrine and Riverine and Valley Foothill Riparian. Drainages within the Project area are potential waters of the United States (WOTUS) and State. Impacts to Wetlands and Waters are discussed under Item c) below.

Valley Foothill Riparian: A narrow band of Valley Foothill Riparian associated with Union School Slough occurs within the BSA. Project implementation will result in 0.22 acre of permanent impacts to Valley Foothill Riparian SNC resulting from the installation of the bridge structure. The 2030 Countywide General Plan contains Conservation policies that protect biological resources, including Policy CO-2.3, which encourages the preservation and enhancement of biological communities such as heritage valley oaks, remnant valley oak groves and roadside tree rows. A heritage tree preservation ordinance has not yet been adopted by the County. Several trees (approximately 7 oak trees) in the Project corridor that are planned for removal as part of the proposed Project are not of composition to be considered a remnant valley oak grove. Some of the oak trees are situated in a row configuration along Union School Slough and meet the definition of an oak woodland as defined by the Oak Woodland Conservation Act (Fish and Game Code §1361). Some of the trees that are planned for removal are in a roadside tree row configuration, but do not embody the size or linear continuity characteristic of high value roadside tree rows found in other parts of the County. The final tree removal will be determined by the County during final design. In order to document the number of trees removed and to ensure that impacts to tree resources are minimized and mitigated, MM BIO-9 Tree Removal Documentation and Replacement is required. There will be no conflicts with local policies or ordinances that regulate or protect biological resources in the Project area; therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. See also discussion below regarding the Yolo HCP/NCCP. With the implementation of MM BIO-9 Tree Removal Documentation and Replacement, the County will ensure that all trees proposed for removal will be documented, a plan for replacement will be developed and implemented, and trees retained will receive adequate avoidance and minimization measures during construction activities. As a result, impacts would be reduced to a less than significant level.

Yolo HCP/NCCP AMM9 (Establish Buffers around Sensitive Natural Communities, Valley Foothill Riparian) states that a 100 ft. buffer will be provided from the canopy dripline of Valley Foothill Riparian habitat. AMM9 then goes on to state that '*Transportation or utility crossings may encroach into this sensitive natural community provided effects are minimized and all other applicable AMMs are followed.*' This bridge replacement Project cannot completely avoid impacts to Valley Foothill Riparian in the Project area. The Project will implement all applicable Yolo HCP/NCCP AMMs as listed above and below.

Lacustrine and Riverine: The Project site contains a portion of Union School Slough which is categorized as Riverine SNC. Union School Slough has been altered for agricultural use and surrounding urbanization of the area; however, it is considered open water land cover type within the

Lacustrine and Riverine SNC when water is present. The proposed Project will be limited to the replacement of the existing bridge and conforming approach roadwork within the Project area. Approximately 0.17 acres of Lacustrine and Riverine SNC will be permanently impacted by project activities.

Implementation of MM BIO-6 (Wetlands and Waters) and MM BIO-7 (Sensitive Natural Communities) will reduce potential impacts to SNCs through avoidance and minimization of impacts, payment of Yolo HCP/NCCP fees, acquiring applicable permits and fulfilling compensatory mitigation requirements to less than significant level. Implementation of MM BIO-8 (Worker Environmental Training Program) will also reduce potential impacts to Sensitive Natural Communities by requiring that all construction personnel be properly trained in avoidance measures. Thus, impacts would be reduced to a less than significant level.

c) ***Less Than Significant with Mitigation Incorporated.*** The Project area contains 0.80 acres of potential waters of the U.S. and State, and the Project proposes to directly impact 0.17 acres of potentially jurisdictional waters as a result of the Project.

Construction has the potential to temporarily impact water quality and fill state and federally protected waters. During construction, water quality will be protected by implementation of Best Management Practices. Implementation of MM BIO-6 (Wetlands and Waters) will reduce potential impacts to state and federally protected waters and wetlands through avoidance and minimization of impacts, payment of Yolo HCP/NCCP fees, acquiring applicable permits and fulfilling compensatory mitigation requirements to less than significant level. Implementation of MM BIO-7 (Sensitive Natural Communities) and MM BIO-8 (Worker Environmental Training Program) will also reduce potential impacts to state and federally protected waters by requiring that all construction personnel be properly trained in avoidance measures. Thus, impacts would be reduced to a less than significant level.

d) ***Less Than Significant with Mitigation Incorporated.*** Construction of the Project could temporarily disrupt movement of native wildlife species that occur in or adjacent to the Project area. In the event that lighting is required for either nighttime work or security reasons, lighting may be detrimental to native species. Both short- and long-term light exposure could affect wildlife. Short-term exposure to bright lights could temporarily reduce visual capacity in some species, making them vulnerable to predation. Longer-term night lighting could disorient wildlife, alter foraging and reproductive behaviors, increase predation risk, and inhibit movement to and from breeding areas by stimulating light-seeking behavior During project construction, wildlife will be able to move around the Project area or move through it at night. Additionally, once construction is complete the Project area will be restored and wildlife will continue to be able to move around the Project area, similar to existing conditions. Therefore, the Project would not interfere substantially with the movement of native fish and wildlife, resulting in a less than significant impact. Although construction disturbance may temporarily hinder wildlife movements within the Project area, the impact is less than significant due to its short-term nature and its alignment on the existing roadway. Due to the potential use of nighttime lighting, there may be interference with wildlife species visual capacity, foraging and reproductive behaviors resulting in a potential impact. With the implementation of MM BIO-10 Control Nighttime Lighting which implements Yolo HCP/NCCP AMM7 (Control Nighttime Lighting of Project Construction Sites) potential impacts from nighttime lighting on species and adjacent habitats will be minimized. Impacts would be reduced to a less than significant level.

e) ***Less Than Significant with Mitigation Incorporated.*** The 2030 Countywide General Plan contains Conservation policies that protect biological resources, including Policy CO-2.3, which encourages the preservation and enhancement of biological communities such as heritage valley oaks, remnant valley oak groves and roadside tree rows. A heritage tree preservation ordinance has not yet been adopted by the County. Several trees in the Project corridor that are planned for removal as part of the proposed Project are not of composition to be considered a remnant valley oak grove. In order to document the number of trees removed and to ensure that impacts to tree resources are minimized and mitigated, MM BIO-9 Tree Removal Documentation and Replacement is required. There will be no conflicts with local policies or ordinances that regulate or protect biological resources in the Project area; therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. The Project does not conflict with any local policies or ordinances protecting biological resources. See also discussion below regarding the Yolo HCP/NCCP. With the implementation of MM BIO-9 Tree Removal Documentation and Replacement, the County will ensure that all trees proposed for removal will be documented, a plan for replacement will be developed and implemented and trees retained will receive adequate avoidance and minimization measures during construction activities. Thus, impacts would be reduced to a less than significant level.

f) ***No Impact.*** The Yolo HCP/NCCP addresses public and private activities and the protection of 12 covered species and the land on which these species depend within Yolo County. The Yolo HCP/NCCP ensures compliance with the federal Endangered Species Act (ESA), Natural Communities Conservation Planning Act (NCCPA), and CESA for covered activities that may affect the covered species. Pursuant to Section 10(a)(1)(B) of ESA and Section 2835 of the NCCPA chapter of the California Fish and Game Code (Fish & Game Code), the Yolo HCP/NCCP provides Permittees (i.e., Yolo County, the four incorporated cities, and the Conservancy) with incidental take permits for the 12 covered species.

The Project is a rural infrastructure Project and is a "covered activity" under the HCP/NCCP. The Project will be implemented in compliance with permit requirements and conditions as well as avoidance and minimization measures that are listed in the HCP/NCCP. As applicable, the Project will pay mitigation fees for the acreage of land-cover types that are impacted by the Project and implement Project-specific AMMs. The Project-specific Yolo HCP/NCCP AMMs that apply to the Project are AMMs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 16, and 21, which are described above and noted with the associated mitigation measures as applicable. Through adherence to the terms of the HCP/NCCP, which include payment of mitigation fees and implementation of the listed AMMs, there will be no conflict with the HCP/NCCP and therefore no impact as it relates to this topic.

Mitigation Measures:

MM BIO-1 – Western Pond Turtle

Implements Yolo HCP/NCCP AMMs 4 and 14: Cover Trenches and Holes during Construction and Maintenance; Minimize Take and Adverse Effects on Habitat of Western Pond Turtle

The following measures will reduce potential impacts to western pond turtles:

- A pre-construction survey for western pond turtle shall be conducted by a qualified biologist. If a western pond turtle nest is identified during the survey, the biologist shall flag the site and determine if construction activities can avoid affecting the nest. If the nest cannot be avoided, it will be excavated and re-buried at a suitable location outside of the construction impact zone by a qualified biologist. The County will inform CDFW if the nest cannot be avoided and such an activity must occur.
- If a qualified biologist determines that there is a moderate to high likelihood of western pond turtle nests within the disturbance area, the qualified biologist will monitor all initial ground-disturbing activity for nests that may be unearthed during the disturbance, and will move out of harm's way any turtles or hatchlings found.
- To prevent injury and mortality of western pond turtle, workers will cover open trenches and holes associated with implementation of covered activities that affect habitat for these species or design the trenches and holes with escape ramps that can be used during non-working hours. The construction contractor will inspect open trenches and holes prior to filling and contact a qualified biologist to remove or release any trapped wildlife found in the trenches or holes.

MM BIO-2 – Swainson's Hawk and White-Tailed Kite

Implements Yolo HCP/NCCP AMM16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite

The following avoidance and minimization measures will be implemented to minimize the potential for adverse impacts on Swainson's hawk and white-tailed kite to the maximum extent possible:

- The Project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 1 and August 30, with the final survey conducted no more than 3 days prior to the beginning of the construction activity. The results of the survey(s) will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If Project-related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the Project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

MM BIO-3 – Tricolored Blackbird

Implements Yolo HCP/NCCP AMM21: Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird

The following avoidance and minimization measures will be implemented to minimize the potential for adverse impacts on tricolored blackbird to the maximum extent possible:

- The qualified biologist will conduct visual surveys to determine if an active colony is present, during the period from March 1 to July 30, consistent with protocol described by Kelsey (2008).
- If active colony is present or has been present within the last 5 years, implement a species protection buffer within 1,300 feet of the colony site(s) from March 1 to July 30, unless a shorter distance is approved, based on site-specific conditions, by the Conservancy and CDFW.

MM BIO-4 – Special-Status Bird Species, Migratory Birds, and Raptors

The following measures will be implemented to further reduce the potential for impacts on special-status and migratory birds and raptors that may nest in or near the Project area, including northern harrier:

- Project activities and vegetation removal within the Project area shall be initiated outside of the bird nesting season (February 1 – August 31).
- If Project activities and vegetation removal cannot be initiated outside of the bird nesting season then the following will occur:
    - A qualified biologist will conduct a pre-construction survey within 3 days prior to the initiation of Project activities.
    - If an active avian nest (i.e., with egg[s] or young) is observed within 250 feet of the Project area during the pre-construction survey, then a species protection buffer will be established. The species protection buffer will be defined by the qualified biologist in consultation with CDFW. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored once per week and a report submitted to the lead agency weekly.

MM BIO-5 – Bat Avoidance and Minimization

The following measures will be implemented to further reduce the potential for impacts on bats that may roost in the Project area.

- Mature trees should be removed and/or fallen between March 1 – April 15, or between September 1 – October 15 (or when evening temperatures are above 45° and rainfall is less than ½ inch in 24 hours). Trees should be removed at dusk to minimize impacts to roosting bats.
- If tree removal cannot be performed outside of the maternity season, a qualified biologist shall conduct a preconstruction survey of suitable roosting habitat within 5 days prior to construction activities.

- If bats are found, a qualified biologist shall establish a no-disturbance buffer and develop a bat exclusion plan for the passive removal of bats. The plan shall be submitted to CDFW for review prior to implementation.
- If no roosting bats and no potential for roosting bats are found, tree removal can proceed.
- If potential for roosting bats has been determined and no bats are discovered, a qualified biologist should monitor tree removal activities to ensure the avoidance and minimization of take of regulated species.

MM BIO-6 – Wetlands and Waters

Implements Yolo HCP/NCCP AMMs 1, 2, 3, 8, 9, and 10: Establish Buffers around Sensitive Natural Communities; Confine and Delineate Work Area to Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas; Avoid and Minimize Effects on Wetlands and Waters

The following measures shall be implemented to avoid or minimize the potential for Project-related impacts on wetlands and waters:

- The County will comply with the terms of a Clean Water Act Section 404 permit issued by the Corps and Section 401 water quality certification issued by the RWQCB for activities involving the discharge of fill material into jurisdictional drainages. The County will also comply with terms of a Streambed Alteration Agreement with the CDFW (if determined necessary by the CDFW). Prior to any discharge into drainages, the required permits and authorizations will be obtained from the respective agencies. All terms and conditions of the required permits and authorizations will be implemented.
- Water quality BMPs will be installed around Union School Slough, and Union School Slough Diversion Channel, in a manner that prevents water, sediment, and chemicals from draining into the feature, and all staging, storage, stockpile areas, and off-road travel routes will be located as far as practicable away from the drainage.
- Mitigation for 0.17 acres (919.4 linear feet) of permanent impacts to jurisdictional WOTUS will be addressed through the purchase of credits at a Corps-approved mitigation bank or payment to a Corps-approved in-lieu fund.
- Impacts to Riverine Sensitive Natural Community will be mitigated for through the Yolo HCP/NCCP Natural Community and Land Cover Impacts Mitigation Fees. The specific acreage of compensatory mitigation credits is subject to change depending on consultation with the USFWS and the Conservancy.

MM BIO-7 – Sensitive Natural Communities

Implements Yolo HCP/NCCP AMM9, Establish Buffers around Sensitive Natural Communities

Environmentally Sensitive Area (ESA) fencing will be established around the following Sensitive Natural Communities where they occur within or adjacent to the Project area, when feasible. These areas will be

identified on construction drawings and demarcated in the field with flagging and/or signs identifying the area as off limits to all personnel, equipment, and ground-disturbing activities.

Per Yolo HCP/NCCP AMM9, the buffers for each Sensitive Natural Community are as follows:

- Valley foothill riparian: 100 feet from canopy dripline. If avoidance is infeasible, a lesser buffer than is stipulated in the AMMs may be approved by the Conservancy, USFWS, and CDFW if they determine that the sensitive natural community or covered species is avoided to an extent that is consistent with the Project purpose (e.g., if the purpose of the Project is to provide a stream crossing or replace a bridge, the Project may encroach into the buffer and the natural community or species habitat to the extent that is necessary to fulfill the Project purpose). Transportation or utility crossings may encroach into this sensitive natural community provided effects are minimized and all other applicable AMMs are followed.
- Lacustrine and riverine: Outside urban planning units, 100 feet from the top of banks. Within urban planning units, 25 feet from the top of the banks.

MM BIO-8 – Worker Environmental Training Program

Implements Yolo HCP/NCCP AMM6: Conduct Worker Training

- All construction personnel will participate in a worker environmental training program approved/authorized by the Conservancy and administered by a qualified biologist. The training will provide education regarding sensitive natural communities and covered species and their habitats, the need to avoid adverse effects, state and federal protection, and the legal implications of violating the FESA and NCCPA Permits. A pre-recorded video presentation by a qualified biologist shown to construction personnel may fulfill the training requirement.

MM BIO-9 – Tree Removal Documentation and Replacement

The following measures shall be implemented to compensate for the removal of trees and to avoid or minimize the potential for Project-related impacts on tree resources.

- Final plans will identify the number, size, and species of trees to be removed and include a planting plan, to ensure replacement of trees in a manner consistent with County and Resource Agencies policies. If replanting cannot completely compensate for the number of trees removed within the Project site or on County managed land, purchase of compensatory mitigation credits will be required for the remainder of trees. The replanting plan must be approved by the County and any compensatory mitigation credits for tree resources must be purchased prior to vegetation clearing activities.
- A plan for avoidance and minimization of trees that are in the area of direct impact, but not removed, shall be developed by an International Society of Arboriculture (ISA) Arborist and implemented by the County prior to vegetation clearing activities and throughout the construction of the Project.

MM BIO-10 - Control Nighttime Lighting

Implements Yolo HCP/NCCP AMM7: (Control Nighttime Lighting of Project Construction Sites)

- Workers will direct all lights for nighttime lighting of Project construction sites into the Project construction area and minimize the lighting of natural habitat areas adjacent to the Project construction area.

5.5 **Cultural Resources**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Setting

Record Search

An Archeological Survey Report (ASR) and a Historical Property Survey Report (HPSR) (Gallaway Enterprises 2021a) were prepared for the Project (Appendix E).

Gallaway Enterprises conducted a cultural resources study of the Project area. Gallaway Enterprises requested a records search from the Northwest Information Center (NWIC) of the California Historical Resources Information System on November 20, 2020. The search included all previously recorded cultural resources and reports within a half mile radius of the APE. The record search was conducted to determine if any portion of the Project had been previously surveyed and if any cultural resources have been previously recorded within the Project APE. Additional archival research included the California Register of Historic Resources, the National Register of Historic Places, historic topographic maps, historical documentation, and BLM GLO records.

Results of the record search indicate no previous cultural resource assessments occur within a half mile of the APE or within the APE.

Archival Research

In addition to the record search, various historical maps, topographic quadrangles, land grants, and patents, Gallaway Enterprises reviewed the following resources:

- National Register of Historic Places (NRHP)
- California Register of Historic Resources (CRHR)
- General Land Office Plat maps and land patents
- Historic United States Geological Survey (USGS) topographic maps
- Yolo Historical Society
- Hattie Weber Museum
- Yolo County Library

Archival research indicates the bridge was previously assessed as part of the Caltrans statewide historic bridge inventory program. As a result of the Caltrans historic bridge inventory program, the bridge at CR 96 over Union School Slough Bridge # 22C0126, was determined not eligible for the National Register as a category 5 bridge. No properties listed within the NRHP and CRHR fall within the Project boundary.

Native American Consultation
Gallaway Enterprises contacted the Native American Heritage Commission (NAHC) to request sacred lands file search and contact list. On October 27, 2020, the NAHC returned a negative result for sacred lands within the Project APE. Additionally, the NAHC listed three Native American tribes who may have knowledge of sites or traditionally cultural properties that may be affected by Project-related activities. All tribes listed were contacted via email in a letter dated October 30, 2020, informing them of the proposed Project and to request participation of interested parties.

One response was received by the Yocha Dehe Wintun Nation on November 23, 2020. The Project boundary lies within the aboriginal territories of the Yocha Dehe Wintun Nation who claimed authority over the proposed Project area. The Tribe is not aware of any known cultural resources near the Project APE and a cultural monitor is not needed. Should cultural material or new information be discovered during the course of the Project, the Tribe requests notification. Additionally, the Tribe recommended cultural sensitivity training prior to construction related activities. Sensitivity training is addressed in the Tribal Cultural Resources section as MM TCR-1 (Sensitivity Training).

Pedestrian Survey
Gallaway Enterprises conducted a pedestrian survey of the Project area on December 10, 2020. Due to the narrow Project boundary, the pedestrian survey was completed in 5 meter transects and consisted of walking the entire APE. The APE has been heavily modified and disturbed by construction and agricultural activities and is comprised of unpaved road and agricultural land. Ongoing disturbance and agricultural activities within the APE greatly reduce the likelihood of intact cultural deposits. No cultural resources or archaeological sites were identified as a result of the pedestrian survey.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** Research and evaluation of historical resources were conducted as part of the ASR and HPSR documents. The research and findings contained within the aforementioned documents concluded that no resources required evaluation. Archival research indicates the bridge was previously assessed as part of the Caltrans statewide historic bridge inventory program. As a result of the Caltrans historic bridge inventory program, the bridge at CR 96 over Union School Slough Bridge # 22C0126, was determined not eligible for the National Register as a category 5 bridge. No properties listed within the NRHP and CRHR fall within the Project boundary. California Public Resources Code Section 5097.5 ensures protection of cultural resources in the event of inadvertent discovery. Impacts will remain less than significant.

b) ***Less Than Significant Impact.*** Research and evaluation of archaeological resources were conducted as part of the ASR document. The research and findings contained within the aforementioned document concluded that no resources required evaluation. Due to the developed character of the site, the potential to encounter surface-level archaeological resources is considered low. However, there is the potential for accidental discovery of archaeological resources. In the event that resources are inadvertently discovered, California Public Resources Code Sections 5097.5 prohibits further

excavation, removal, or destruction of any historic or prehistoric ruins, burial grounds, archaeological or historical feature and requires the County to follow the professional standards for determining commercial and archaeological value, in accordance with those procedures established in the federal Archaeological Resources Protection Act of 1979 (Public Law 96-95), as amended, and in compliance with the Uniform Regulations set forth in Subpart A (commencing with Section 7.1) of Part 7 of Title 43 of the Code of Federal Regulations. Adherence to California Public Resources Code Sections 5097.5 and incorporation of recommendations provided by Tribal consultation will ensure that archaeological and cultural resources will remain protected in the event of inadvertent discoveries. Impacts are expected to be less than significant.

c) ***Less Than Significant Impact.*** The ASR and HPSR documents show that that no known cemeteries or burials occur within the Project area of direct impact. In the event of discovery or recognition of any human remains within the Project site, California Health and Safety Code Section 7050.5 requires excavation to cease in the vicinity of the discovery until the coroner of the County has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. California Health and Safety Code Section 7050.5 and Section 5097.98 of the Public Resources Code will ensure human remains will be protected from any inadvertent discoveries. Impacts are expected to be less than significant.

Mitigation Measures: None Required

5.6 **Energy**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Potential Environmental Effects

a) ***Less Than Significant Impact.*** All construction equipment would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. CARB standards for construction equipment includes measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles, thereby having a secondary benefit of reducing energy consumption during construction activities.

Project construction would also be required to comply with all applicable YSAQMD rules and regulations. Future maintenance activities (e.g., vegetation control) would likely involve the use of electric or gas-powered equipment.

The Project would be required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future activities would be energy efficient to the maximum extent practicable. The Project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and impacts related to construction and operational energy would be considered less than significant.

b) ***Less Than Significant Impact.*** Yolo County has taken steps to reduce overall emissions in the County in an effort to reduce GHG emissions and address economic and social adaptation to the effects of climate change. The County's General Plan policies and their Climate Action Plan (CAP) address these issues. In order to demonstrate Project-level compliance with CEQA relevant to GHG emissions and climate change impacts, applications for discretionary projects must demonstrate consistency with the General Plan and CAP. Implementation of the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Adherence to the YSAQMD rules (Rules 2.3, 2.5, 2.11, 2.28, 2.32, and 9.8 as applicable) will limit potential construction related GHG impacts. These impacts are considered less than significant.

Mitigation Measures: None required.

5.7 **Geology and Soils**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Environmental Setting

The Project area is located on the floor of the Central Valley, where the topography is relatively flat and level and there are no nearby active faults.

According to the 2030 Countywide General Plan, the only fault in Yolo County that has been identified by the California Division of Mines and Geology (1997) to be subject to surface rupture (within an Alquist-Priolo Earthquake Fault Zone) is the Hunting Creek Fault, which is partly located in a sparsely inhabited area of the extreme northwest corner of the County. Most of the fault extends through Lake and Napa Counties. The other potentially active faults in the County are the Dunnigan Hills Fault, which extends west of I-5 between Dunnigan and northwest of Yolo, and the more recently identified West Valley and East Valley Faults (Fault Activity Map of California, California Geological Survey, 2010), which are also not in the vicinity of the proposed Project. These faults are not within an Alquist-Priolo Earthquake Fault Zone and are therefore not subject to surface rupture. The geologic conditions of the Project site were assessed in an Initial Site

Assessment (ISA), developed by Crawford & Associates, Inc 2021, and present the results of subsurface exploration and testing by way of exploratory borings drilled in the immediate vicinity of the proposed bridge.

Potential Environmental Effects

a) ***a-i) Less Than Significant Impact.*** The site does not lie within an Alquist-Priolo Earthquake Fault Zone and no known active faults are mapped within or through the Project area. The Hunting Creek Fault is the only fault in the County that has been identified by the CGS to be active and subject to surface rupture (i.e., is delineated as an Alquist-Priolo Earthquake Fault zone) (Yolo County 2009b). Based on the observed geological conditions of the Project (lack of faulting, springs, or seeps) and the distance to the known active fault location, impacts are considered less than significant.

a-ii) Less Than Significant Impact. Earthquake shaking hazards are calculated by projecting earthquake rates based on earthquake history and fault slip rates. The same data is used for calculating earthquake probabilities (California Department of Conservation 2020). Calculations of earthquake shaking hazard for California are part of a cooperative project between USGS and California Geologic Survey (CGS) and are part of the National Seismic Hazard Maps. Yolo County General Plan DEIR Figure IV.L-4 (Regional Ground Shaking Hazard) shows potential seismic shaking based on National Seismic Hazard Map calculations plus amplification of seismic shaking due to the near surface soils. Per Figure IV.L-4 the Project is located in a region where shaking hazards that are '*distant from known, active faults and will experience lower levels of shaking less frequently. In most earthquakes, only weaker, masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking here.*' The ISA (Crawford & Associates, Inc. 2021) concluded no evidence of faulting, springs or seeps were observed within or immediately adjacent to the Project site during reconnaissance. Additionally, the Project site is not mapped within a regulatory Zone of Required Investigation with respect to known or suspected earthquake-triggered ground failures, including the Alquist-Priolo Earthquake Fault Zone. Impacts are considered less than significant.

a-iii) Less Than Significant Impact. The proposed Project involves the replacement of an existing bridge which will bring the structure up to current design and safety standards. The proposed Project will not directly or indirectly cause potential adverse effects including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction. Impacts are considered less than significant.

a-iv) Less Than Significant Impact. The Project is located on relatively flat ground. No over-riding geologic hazards, including landslides, were identified by either published geologic mapping or observations made at the site. Impacts are considered less than significant.

b) ***Less Than Significant Impact.*** Construction of the proposed Project could introduce sediments and other contaminants typically associated with construction into stormwater runoff. Overall soil erosion and loss would be minimal with implementation of standard construction practices for dust control, erosion, and stormwater pollution prevention. Erosion and sediment control measures include the required Caltrans Standard Specifications (§13 Water Pollution Control and §21 Erosion Control) and a stormwater pollution prevention plan (SWPPP) will be implemented during construction to minimize the potential for erosion. Post-project, the potential for erosion to occur in the Project area would be like current conditions; therefore, the Project would result in less than significant impacts relating to soil erosion and loss of topsoil.

c) ***Less Than Significant Impact.*** The Project does not include activities that would result in soil units onsite becoming unstable and will not potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts are considered less than significant.

d) ***Less Than Significant Impact.*** Expansive soils that may swell enough to cause problems with paved surfaces are generally clays falling into the AASHTO A-6 or A-7 groups, or classified as CH, MH, or OH by the Unified Soil Classification System (USCS), and with a Plasticity Index greater than about 25 as determined by ASTM D4318. Chapter 610 of the Caltrans Highway Design Manual (Seventh Edition) defines an expansive subgrade to include soils with a Plasticity Index greater than 12 (Caltrans 2020-2022).

The Project is being designed in accordance with the special engineering or construction considerations outlined in Chapter 610 *"Pavement Engineering Considerations"* of the Highway Design Manual, California Transportation Department. Because the Project is being designed in accordance with the Caltrans Highway Design Manual and will consider and address expansive soils, impacts are considered less than significant.

e) ***No Impact.*** The proposed Project does not include the use of septic tanks or alternative wastewater disposal systems. No impact will occur.

f) ***Less Than Significant*****:** Paleontological resources are known to occur in Yolo County, and the geological formations that underlie Yolo County are generally paleontologically sensitive. The Project would not likely impact paleontological features due to the general disturbed conditions at the site. There is the possibility of accidental paleontological discoveries during construction-related ground-disturbing activities. Caltrans Standard Specification (§14-7.03 Discovery of Unanticipated Paleontological Resources) requires that if unanticipated paleontological resources are discovered then work shall halt within 60 feet of the discovery and the engineer shall be notified. Caltrans Standard Specifications will ensure that paleontological resources will protect any inadvertent discoveries. Impacts are expected to be less than significant.

Mitigation Measures: None required.

5.8 **Greenhouse Gas Emissions**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

Greenhouse gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide. The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The proposed Project does not increase the capacity of CR 96 and would not increase operational GHG levels. The discussion below therefore focuses on construction related GHG emissions of the Project.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** Off-site production of construction materials and onsite construction of the proposed Project would generate short-term emissions of greenhouse gases. Emissions of GHGs resulting from off-road heavy-duty diesel engines during construction activities would be short-term and minor. Adherence to the YSAQMD rules (Rules 2.3, 2.5, 2.11, 2.28, 2.32, and 9.8 as applicable) will limit potential air quality impacts. These impacts are considered less than significant.

b) ***Less Than Significant Impact.*** Yolo County has taken steps to reduce overall emissions in the County to reduce GHG emissions and address economic and social adaptation to the effects of climate change. The County's General Plan policies and their Climate Action Plan (CAP) address these issues. In order to demonstrate Project-level compliance with CEQA relevant to GHG emissions and climate change impacts, applications for discretionary projects must demonstrate consistency with the General Plan and CAP. In addition, the County established a working group to implement the County's Climate Change Initiative, aimed at reducing transportation emissions by encouraging the use of electric vehicles, reducing County vehicle trips, and purchasing low-polluting construction equipment. Implementation of the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Adherence to the YSAQMD rules (Rules 2.3, 2.5, 2.11, 2.28, 2.32, and 9.8 as applicable) will limit potential construction related GHG impacts. These impacts are considered less than significant.

Mitigation Measures: None required.

5.9 **Hazards and Hazardous Materials**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

An Initial Site Assessment (ISA) was prepared for the proposed Project by Crawford & Associates, Inc. in May of 2021 (Appendix H). The purpose of the ISA is to identify recognized soil or groundwater contamination and hazardous material issues that may affect the planned project improvements. The ISA identifies Recognized Environmental Conditions (RECs) and general hazardous materials issues that may be present at the site, and provides recommendations for further investigation, as warranted. Based on the records search and site reconnaissance, Crawford & Associates, Inc. made the following observations and recommendations.

Observations:

- Hazardous concentrations of lead in flaking and peeling paint on the bridge.
- Potential for agricultural chemicals in the soils.
- Chemically treated wood present in two (2) utility poles identified for potential removal.
- Two (2) pole mounted transformers on a utility pole proposed for removal.
- The project site was not identified in the database records reviewed.

- The database records, aerial photographs, and historical topographic maps search did not identify any RECs or historical RECs that have potentially impacted the project site.
- Reconnaissance did not identify any other suspect sites in the project site vicinity.

Recommendations:

- Soil samples should be collected and analyzed prior to construction to evaluate residual concentrations of agricultural chemicals.
- Prior to demolition, the concrete culvert located ±750 ft south of the bridge, where the proposed bridge would be constructed, should be tested for asbestos. Alternatively, assume the culvert contains asbestos, handle accordingly, and properly dispose of the material.
- Lead-based paint was identified on the existing bridge. A lead compliance plan that protects workers and the environment from lead exposure will need to be prepared prior to implementation of demolition and construction activities within the project site. Painted bridge components will need to be removed, transported, and recycled or disposed of in a manner consistent with the lead compliance plan and applicable State and Federal law.

A hazardous material is defined by the California EPA, Department of Toxic Substances Control (DTSC), as a material that poses a significant present or potential hazard to human health and safety or the environment if released because of its quantity, concentration, or physical or chemical characteristics (26 California Code of Regulations (CCR) 25501).

According to Title 22 of the CCR (22 CCR) Section 66261.20, the term "hazardous substance" refers to both hazardous materials and hazardous wastes; both are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity.

A hazardous material is defined by 22 CCR Section 66261.10 as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

While public health and safety is potentially at risk whenever hazardous materials are or will be used, the risk is determined by the probability of exposure and the inherent toxicity of a material. Factors that can influence health effects when human beings are exposed to hazardous materials include the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (22 CCR Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific 22 CCR criteria.

Hazardous materials transport within California is subject to various federal, state, and local regulations including the California Vehicle Code and California and Occupational Health and Safety Administration (CalOSHA) requirements. The California Highway Patrol (CHP) designates routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is generally restricted to these routes.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** Small amounts of hazardous materials would be used during construction and operation activities (i.e., equipment maintenance, fuel, and solvents). Implementation of the proposed Project would continue the use, transport, and disposal of potentially hazardous materials on and in the vicinity of the Project site, similar to existing conditions. The Project is required to comply with federal, state, and local regulations regarding the storage, handling, transportation, disposal, and cleanup of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazard materials would have a less than significant impact.

b) ***Less Than Significant with Mitigation Incorporated.*** The potential hazards and observations identified in the ISA, as mentioned above, will be addressed with the following mitigation measures. The potential for hazardous materials associated with the utility poles and transformers will be the responsibility of the utility owner and will be removed and re-located prior to Project commencement, and are therefore not part of the project. Integration of MM HAZ-3 (Asbestos) addresses compliance with the federal asbestos National Emissions Standards for Hazardous Air Pollutants regulations (NESHAP, 40 CFR Part 61, Subpart M), YSAQMD, and provides appropriate mitigation measures. A lead compliance plan, MM HAZ-1 (Lead Compliance Plan) that protects workers and the environment from lead exposure will need to be prepared prior to implementation of demolition and construction activities. Painted bridge components will need to be removed, transported, and recycled or disposed of in a manner consistent with the lead compliance plan and applicable state and federal law. MM HAZ-2 (Soils Testing) requires the preparation of a Limited Soils Assessment, prior to construction, thereby ensuring excavated soils generated during construction do not contain hazardous chemicals. Project construction and operation would not routinely generate any hazardous materials. Project operation would not involve the use or storage of any hazardous materials. Although construction would not generate any hazardous materials, a potential hazard to the public and the environment would be posed by using diesel or gasoline powered construction equipment (trucks, excavators, etc.) and lubricants such as oil and hydraulic fluids. The potential for such a hazard would be temporary and avoidable through the implementation of AMM3 (Confine and Delineate Work Area) and AMM8 (Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas), as required by the Yolo HCP/NCCP. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements. Adherence to the applicable federal, state, and local laws and the application of AMMs from the Yolo HCP/NCCP and implementation of MM HAZ-1 (Lead Compliance Plan), MM HAZ-2 (Soils Testing), and MM HAZ-3 (Asbestos) would reduce the potential impacts at a less than significant level through materials testing and developing protocols to handle potentially hazardous waste.

c) ***No Impact.*** No schools occur within 0.25 mile of the Project site.

d) ***No Impact.*** The Project area is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e) ***Less Than Significant Impact.*** The Yolo County Airport, which is operated as a general aviation airport and is open to the public, is located approximately 1.5 miles southwest of the Project site. The Yolo County Airport Comprehensive Land Use Plan addresses public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise as well as to prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future. The runways at the Yolo County Airport are oriented in a north-south direction. The arrangement of the runways is parallel to the direction of CR 96 and therefore it is not expected that airplane approaches and departures would be at low elevations over the Project site. The Project site is not within the 65 CNEL noise contour of the airport. Due to these conditions, it is not expected that the Project will result in a safety hazard or excessive noise for people working in the Project site during construction activities. The proposed Project does not conflict with the Yolo County Airport Comprehensive Land Use Plan. There will be a less than significant impact.

f) ***Less Than Significant Impact.*** During construction, CR 96 will be closed to through traffic and a detour route made available. Vehicular traffic will be able to utilize CR 95, 98, 27, and 29 as alternative routes. Construction is anticipated to begin in Spring 2024 and have a duration of approximately 8 months. Although temporary, short disruptions to normal traffic operations would occur during construction, the impact would be less than significant. The Project is not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

g) ***No Impact.*** The completed Project will not expose people or structures to a new or increased significant risk of loss, injury or death involving wildland fires.

Mitigation Measures:

MM HAZ-1 Lead Compliance Plan

A lead compliance plan that protects workers and the environment from lead exposure must be prepared prior to implementation of demolition and construction activities. Painted bridge components will need to be removed, transported, and recycled or disposed of in a manner consistent with the lead compliance plan and applicable state and federal law. The plan must address the Caltrans 2022 Standard Specifications §7-1.02K(6)(j)(ii) Lead Compliance Plan, and §7-1.02K(6)(j)(iii) Unregulated Earth Material Containing Lead, and a Health & Safety Plan for workers in accordance with Cal OSHA Title 8, Section 1532.1. Additional sampling and analysis of the paint may be required to insure proper disposal of the painted components.

MM HAZ-2 Soils Testing

A Limited Soils Assessment (LSA) shall be prepared and conducted at the southwest portion of the Project site and northeast of the bridge for the purpose of assessing on-site shallow soil for potential impacts from the following constituents of concern prior to implementation of demolition and construction activities.

- organochlorine pesticides (EPA Method 8081)
- chlorinated herbicides (EPA Method 8151)
- organophosphorus pesticides (EPA Method 8141)

The LSA shall also determine if excavated soils generated during construction activities are likely to be classified as a regulated waste. Should any of the constituents of concern be found in excess concentrations, the applicant shall prepare a Soil Management Plan (SMP) or equivalent report, which shall be distributed to construction personnel. The SMP shall establish protocols for handling, sampling, storage, and disposal of any suspected burn ash-impacted soils generated during construction activities.

MM HAZ-3 Asbestos

Prior to demolition, a Certified Asbestos Consultant (CAC) shall assess the presence of asbestos in the existing culvert, located approximately ±750 ft south of the bridge. The culvert is assumed to contain asbestos, and if found contaminated, shall be disposed of according to the CAC's recommendations. The CAC assessment should be submitted to the YSAQMD and shall be included in the written notification of demolition of structures or renovation operations at least 10 business days prior to commencing work, regardless of the presence or absence of asbestos in building materials.

5.10 **Hydrology and Water Quality**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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:				
i. result in substantial erosion or siltation on- or off-site	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation??	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Environmental Setting

A Floodplain Evaluation Report for the proposed Project was developed by WRECO (Appendix F). The following overview is derived from the document:

The Project is located within the Sacramento Valley Groundwater Basin Yolo Subbasin. Based on California's Groundwater Bulletin 118 (DWR, 2016), the Yolo Subbasin is located on the southern portion of the Sacramento Valley Basin primarily within Yolo County. It is bounded on the east by the Sacramento River, on the west by the Coast Range, on the north by Cache Creek, and on the south by Putah Creek.

Construction activities associated with the proposed Project have the potential to disturb soils. Disturbed soils can result in sediment laden flows and increase the potential for erosion. Generally, as disturbed soils increase, the potential for temporary water quality impacts also increases. Routinely used temporary BMPs are included to protect water quality. These include preservation of existing vegetation, temporary cover for soil stabilization, temporary fiber rolls, silt fence for sediment control, potential creek diversion, dewatering, and temporary construction entrances and exits. Long-term impacts from the Project could result from fill placed in environmentally sensitive areas, potential increases to the velocity and volume of downstream flows due

to added impervious areas, and sediment transported from erosion. Stormwater runoff from the study area can potentially carry pollutants into naturally flowing streams, as well as into adjacent jurisdictional biotic/aquatic areas.

The Project is located within a Special Flood Hazard Area (SFHA) Zone AE, which is designated for areas within the 100-year floodplain and where Base flood elevations (BFE) are shown. The existing approach roadways of CR 96 within the Project are also located within the Zone AE floodplains. The BFE upstream of the roadway is 81 ft and the BFE downstream of the roadway is 79 ft.

The selected 100-year peak design flow for Union School Slough was obtained from the Flood Insurance Study (FIS). The 100-year flow is 2,278 cubic feet per second (cfs).

The hydraulic assessment was performed using the United States Army Corps of Engineers' (USACE) Hydrologic Engineering Center's River Analysis System (HEC-RAS) modeling software. The hydraulic analysis indicates that the proposed bridge replacement would result in no increases in water surface elevation (WSE) for the 100-year storms in the vicinity of the bridge.

Potential Environmental Effects

a) ***Less Than Sign***ifi***cant with Mitigation Incorporated.*** Project activities have the potential to introduce sediments and other contaminants, typically associated with construction, into stormwater runoff. Stormwater flowing over the Project features during construction could carry various pollutants downstream such as sediment, nutrients, soil-borne pathogens, oil and grease, heavy metals, organics, pesticides, and miscellaneous waste. These pollutants could originate from soil disturbances, construction equipment, building materials, and workers. Erosion potential and water quality impacts are always present during construction and occur when protective vegetative cover is removed, and soils are disturbed. The proposed Project's particular risk of erosion will be incurred by vegetation removal from the banks of Union School Slough, the installation of a temporary crossing, and soil disturbance associated with the bridge replacement.

Under existing State regulations, the Project proponent is required to obtain a water quality certification or waiver from the Central Valley RWQCB. Through the RWQCB permitting process addressed in MM BIO-6, the Project will be required to avoid, minimize, and/or compensate for potential discharges into regulated waterways based on a detailed review of the bridge construction techniques. Existing State permitting requirements by the RWQCB will ensure that the Project will not result in the violation of any water quality standards or waste discharge requirements. Due to the scope and nature of the proposed Project it is not expected that the Project would degrade ground water quality. Construction has the potential to temporarily impact water quality and fill State and federally protected wetlands.

Potential impacts to state and federally regulated aquatic features will be reduced to a less than significant level by the implementation of avoidance and minimization measures outlined in MM BIO-6, payment of Yolo HCP/NCCP fees, acquisition of applicable permits and fulfillment of any compensatory mitigation requirements. With the standard permitting and water quality requirements in place, potential impacts to water quality from the Project are considered to be less than significant with mitigation.

b) ***No Impact.*** Construction and operation of the Project would have no effect on groundwater supplies. There would be no net change in local aquifers or the local groundwater table because of the Project.

c) ***i Less Than Significant Impact.*** The proposed Project's grading and excavation are not anticipated to result in substantial erosion or siltation, on or off-site. Compliance with the various requirements of the SWRCB statewide general permit for construction (which include water pollution control, erosion control and the development of a SWPPP) will ensure that erosion or siltation on- or off-site during the construction phase of the proposed Project would remain less than significant.

ii Less Than Significant Impact. The proposed Project includes minor widening of the paved section of CR 96 to improve roadway infrastructure which will result in an increase in impervious surfaces. These increases in impervious surfaces are not a substantial increase when compared to existing conditions. The recontouring and re-establishment of roadway drainage facilities are designed to accommodate the predicted runoff from the proposed Project. The Project will not contribute to a substantial increase in water runoff from the site. Project impacts are less than significant.

iii Less Than Significant Impact. As mentioned above, the proposed Project would include minor increases in runoff water, however the runoff water would not exceed the capacity of existing or planned stormwater drainage systems. The proposed Project includes the replacement of an existing bridge and minor widening of an existing road to include improved roadway conditions and will not introduce a substantial additional source of polluted runoff, since the existing use is similar to the proposed use of the Project site. Project impacts are less than significant.

Iv Less Than Significant Impact. The proposed Project has been designed to avoid obstructions or redirection of flood flows. The proposed project design has been analyzed (see Floodplain Evaluation Report Appendix F) to ensure there are less than significant impacts as they pertain to hydraulic conditions, impediments, potential flooding, and stormwater issues. The Federal Emergency Management Agency (FEMA) has a "no increase" requirement in relation to inundation, floodplain limits and water surface elevations as a result of the Project. Through the standard process of design, peer review and meeting the requirements of FEMA, there will be a less than significant impact with respect to impeding flood flows.

d) ***Less Than Significant Impact.*** The Project is within FEMA/FIRM panel 06113C0580G and is located in SFHA Zone AE, which represents areas subject to flooding by the 100-year flood event determined by detailed methods where BFEs are shown. The completed Project would not include components that risk release of pollutants due to inundation and the Project is not located within a tsunami or seiche zones, and impacts would be considered less than significant.

e) ***No Impact.*** The proposed Project is the replacement of an existing bridge and does not include activities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures: Mitigation Measure BIO-6 (Biological Resources)

5.11 **Land Use and Planning**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The 2009 Yolo County General Plan is the relevant land use plan for the Project area.

Potential Environmental Effects

a) ***No Impact.*** The Project does not include activities that would result in physically dividing an established community.

b) ***No Impact.*** The proposed Project is consistent with the County General Plan.

Mitigation Measures: None required.

5.12 **Mineral Resources**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

Per the County General Plan, Yolo County contains important mineral resources. A variety of minerals are mined in the County. The predominate resources presently extracted in Yolo County are aggregate and natural gas (Yolo County 2009b). The Project is located outside the Cache Creek Area Plan (CCAP) project area, a rivershed management plan that includes approximately 14.5 miles of lower Cache Creek, between the Capay Dam and the town of Yolo. Components of the CCAP establish goals to assist in the overall management and include the Off-Channel Mining Plan (OCMP).

Potential Environmental Effects

a) ***No Impact.*** The Project area is not in an important mineral resource zone or site, as depicted in the County's General Plan DEIR Figure IV.L-2 (Yolo County 2009b). The Project would have no impact on mineral resources.

b) ***No Impact.*** No locally important mineral resource recovery sites are located within the Project area.

Mitigation Measures: None required.

5.13 **Noise**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☒	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

The 2009 Yolo County General Plan (GP), Chapter 8-Health and Safety Element, Section D (Noise) establishes policies and standards associated with noise producing sources.

Yolo County GP Action HS-A61 states:

"Adopt a comprehensive Noise Ordinance that includes the following components:

- Standards for acceptable exterior and interior noise levels, their applicability, and any specific exceptions to those standards.
- Guidelines and technical requirements for noise measurements and acoustical studies to determine conformance with provisions of the ordinance.
- Standards for construction equipment and noise-emitting construction activities.
- Regulations for the noise generated by events, including truck loading and unloading, operation of construction equipment, and amplified music."

To date, a county noise ordinance addressing construction noise has not been adopted; however, the County relies on the State Office of Noise Control Guidelines when considering new outdoor noise sources.

A Construction Noise Technical Memorandum was developed for the proposed Project by Mark Thomas (Appendix G). The report identifies potential construction-related sources of noise and provides methods to ensure the Project will not result in excessive construction-period noise effects.

No new stationary sources of noise will be established as part of the proposed Project; therefore, the following discussion is focused on potential construction related noise impacts. Section 14-8.02 (Noise and Vibration) of the Caltrans Standard Specifications includes requirements for the control and monitoring of noise resulting from construction activities. The Caltrans Standard Specifications require construction noise to not exceed 86 dBa at 50 feet from the job site from 9:00p.m. to 6:00 a.m.

Potential Environmental Effects

a) ***Less Than Significant with Mitigation Incorporated.*** Construction activities would temporarily increase noise levels in the vicinity of the Project area during the standard construction times of 6:00a.m. to 9:00p.m. Noise levels are expected to vary throughout the day depending on the type of construction equipment involved, activities being implemented, and distance between the source of the noise and receptors. The contractor would comply with noise standards outlined in Caltrans Standard Specifications, and applicable construction equipment will be equipped with appropriate mufflers pursuant to the Standard Specifications and the YSAQMD rules. Long-term noise associated with use of CR 96 would be similar to current conditions. The closest residential property resides approximately 0.15 mile south of the Project area and is zoned Agricultural Intensive. Additionally, Yolo County General Plan does not consider residences on agriculturally zoned land to be sensitive receptors.

To avoid substantial construction-period noise impacts to nearby receptors, MM NOI-1 (Control of Construction Noise) will be implemented during Project construction. With implementation of MM NOI-1, the County will ensure that applicable minimization measures to reduce construction related noise and potential impacts to noise receptors will be implemented. Noise impacts introduced by Project activities are expected to be maintained at less than significant levels.

b) ***Less Than Significant Impact.*** Project construction includes activities such as operation of large pieces of equipment (e.g., heavy trucks), which may result in the periodic temporary generation of ground-borne vibration. The Project does not introduce new sources of ground-borne vibration. Given the nature of any potential ground-borne vibration and given that any impacts would be temporary and periodic, potential impacts are less than significant.

c) ***Less Than Significant Impact.*** The Yolo County Airport, which is operated as a general aviation airport and is open to the public, is located approximately 1.6 miles southwest of the Project site. The Yolo County Airport Comprehensive Land Use Plan addresses public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise as well as to prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future. The runways at the Yolo County Airport are oriented in a north-south direction. The arrangement of the runways is parallel to the direction of CR 96 and therefore it is not expected that airplane approaches and departures would be at low elevations over the Project site. The Project site is not within the 65 CNEL noise contour of the airport. Due to these conditions, it is not expected that the Project will result in a safety hazard or excessive noise for people working in the Project site during construction activities.

Mitigation Measures:

MM NOI-1 – Control of Construction Noise

To avoid substantial construction-period noise impacts to nearby sensitive receptors, the Best Management Practices listed below will be implemented during Project construction. With implementation of these

standard construction period specifications, the Project will not result in excessive construction-period noise effects.

1. Project-related noise-generating activities at, or adjacent to, the construction site shall comply with the Caltrans Standard Specifications section 14-8.02. “Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.”
2. All internal combustion engine driven equipment shall be equipped with the appropriate intake and exhaust mufflers, which are in good condition.
3. “Unnecessary” idling of internal combustion engines shall be strictly prohibited.
4. Avoid staging construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment as far as practical from existing noise receptors. Construct temporary barriers to screen noise generating equipment when located in areas adjoining noise-sensitive land uses.
5. “Quiet” air compressors and other stationary noise sources shall be used when applicable.
6. All construction traffic shall be routed to and from the Project site via designated truck routes. Construction-related heavy truck traffic shall be prohibited in residential areas where feasible. Construction truck traffic shall be prohibited in the Project vicinity during non-allowed hours.
7. The businesses and residents in the Project area shall be notified in writing by the County of the construction schedule.
8. The County shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and implement reasonable measures to correct the problem. The contractor shall visibly post the telephone number for the disturbance coordinator at the construction site. The County shall include the telephone number in the notice sent to residents regarding the construction schedule.

5.14 **Population and Housing**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Project is in a rural area of the County that is primarily used for agricultural and farming practices.

Potential Environmental Effects

a) ***No Impact.*** The Project does not include activities that would result in substantial unplanned population growth either directly or indirectly.

b) ***No Impact.*** The Project does not include any activities that would result in the displacement of housing or people.

Mitigation Measures: None required.

5.15 **Public Services**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Environmental Setting

Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable. The bridge and associated roadway will be closed to through traffic and a detour route made available.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** During construction, CR 96 will be closed to through traffic and a detour route made available. Vehicular traffic will be able to utilize CR 95, 98, 27, and 29 as alternative routes. Construction is anticipated to begin in Spring 2024 and have a duration of approximately eight months. The Project is not anticipated to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The proposed detour around the Project site would add approximately 9 minutes by automobile (6 miles). Although temporary, short duration disruptions to normal traffic operations would occur during construction, the impact would be less than significant. No adverse effects on service ratios, response times, or service objectives for any of the public services are anticipated. The Project would have a less than significant impact on fire and police protection response times during construction activities. Once the project is completed there would be no impact on fire and police protection services. There will be no impacts on schools, parks, or other public facilities.

Mitigation Measures: None required.

5.16 **Recreation**

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

The Project is in a rural area of the County that is primarily used for agricultural and farming practices. There are no parks in the vicinity of the Project site. However, there are few recreational facilities near the Project site including the Yolo County Airport which supports the activity of skydiving, and the Yolo Sportsman's Association which offers facilities for several types of sport shooting. These facilities will not be adversely affected.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** There are no recreational facilities that would be affected by the proposed Project. The construction of the bridge would not affect the recreational uses at the Yolo County Airport or the Yolo Sportsman's Association. No parks are in the vicinity of the Project site; therefore, impacts are less than significant.

b) ***No Impact***. The Project would not require the construction or expansion of recreational facilities.

Mitigation Measures: None required.

5.17 **Transportation**

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision	☐	☐	☒	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐
e) Result in inadequate parking capacity?	☐	☐	☐	☒

Potential Environmental Effects

a) ***No Impact.*** The proposed Project does not include activities that would cause a permanent negative impact to the circulation system (roads), including transit, roadway, bicycle, and pedestrian facilities. The proposed Project is identified in the SACOG Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). The bridge replacement will occur approximately 750 ft south of the existing bridge and will be designed to provide for public safety.

Once constructed, the Project would not result in an increase in traffic in the area and will not conflict with the Yolo County General Plan, MTP/SCS, or any ordinance, policy, or congestion management program. The Project will have no impact on traffic circulation plans or policies.

b) ***Less Than Significant Impact.*** The Project would not have an impact on vehicle miles traveled. During the 8-month construction period, worker commute and equipment hauling vehicles would be traveling to and from the Project site causing a minor, temporary increase in localized traffic; however, this would cease once construction is complete. There may be a minor increase in regional commuting times during construction activities, which is estimated to be 9 minutes longer than normal when using alternative routes; however, upon completion of the Project, regional commuting times will return to pre-project conditions. Once completed, the Project would not result in any changes to vehicle miles travelled. The impact associated with temporary increases in Project-related traffic would be less than significant.

c) ***No Impact.*** The Project replaces the existing bridge to improve public safety. The Project does not include features that introduce or exacerbate any transportation or traffic hazards due to a design feature. The proposed bridge replacement has been designed to accommodate automobiles, as well as farm equipment, while providing improvements to public safety.

d) ***Less Than Significant Impact.*** The completed Project will have no impact on emergency access. Project construction activities would be coordinated with local law enforcement and emergency services providers as applicable. Impacts would be considered less than significant.

e) ***No Impact.*** The Project would not result in an increase in demand for parking in the vicinity of the Project.

Mitigation Measures: None required.

5.18 **Tribal Cultural Resources**

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) 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:				
i) 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	☐	☐	☒	☐
ii) 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 I of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivisiI(c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

The ASR and HPSR studies did not identify any archaeological resources within the Project site.

The Native American Heritage Commission (NAHC) was contacted to request a sacred lands file search and contact list. On October 27, 2020, the NAHC returned a negative result for sacred lands within the Project's Area of Potential Effects (APE).

All Tribes requesting notification in Yolo County, were delivered a letter via email on February 9, 2022, giving formal notice and invitation by Yolo County to initiate AB 52 consultation on the proposed Project and to request participation of interested parties.

See Section 2 (Environmental Checklist) above for a summary of Project related consultation and coordination with Native American tribes.

Potential Environmental Effects

a) ***i- Less Than Significant Impact.*** Based on the results of the ASR and HPSR documents prepared for the Project and the AB 52 consultation there are no sites, features, places, or cultural landscapes that are 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, or that are 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) at the Project site. Therefore, impacts are considered less than significant.

ii- Less Than Significant with Mitigation Incorporated. The County sent AB 52 consultation letters to all Native American Tribes who may have knowledge of sites or traditional cultural properties that

may be affected by Project-related activities. All Tribes listed by the NAHC, including those Tribes requesting notification in Yolo County, were contacted via email that included a letter on February 9, 2022, informing them of the proposed Project and to request participation of interested parties. One response was received by the Yocha Dehe Wintun Nation Tribal Historic Preservation Officer (THPO) during the ASR/HPSR outreach. The letter indicated the Yocha Dehe Wintun Nation have cultural interest in the Project location and assigned the Tribe as the authority in the proposed Project area. The Tribe is not aware of any known cultural resources near the Project APE and a cultural monitor is not needed. The recommendation for cultural sensitivity training was made and should any new information or items be discovered as a result of Project related activity, the Yocha Dehe Wintun Nation requests notification.

The Yocha Dehe Wintun Nation representatives attended a field review meeting on February 20, 2020 to visit the Project site and to better understand the proposed Project activities. Yocha Dehe Wintun Nation requested to be notified of Project initiation so they can provide cultural resources education. Implementation of MM TCR-1: Cultural Sensitivity Training will reduce potential impacts to inadvertent discoveries of Tribal Cultural Resources to a less than significant level through educating Project personnel on the importance and value of Tribal Cultural Resources, and appropriate protocols for avoiding and informing the Tribe of potential cultural resources encountered during Project activities. Impacts are considered less than significant with mitigation incorporated.

Mitigation Measures:

MM TCR-1 – (Sensitivity Training)

Prior to the start of the Project, Project personnel will attend cultural sensitivity training to be administered by the Yocha Dehe Wintun Nation Cultural Resources Department Administrative Staff - Phone: (530) 796-3400, Email: THPO@yochadehe.gov.

5.19 Utilities/ Service Systems

Would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new water or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

There are several utilities in the Project area. AT&T and PG&E (Electric and Gas) utilities will be relocated, prior to construction. New utility services will not be required to serve the proposed Project after completion.

Potential Environmental Effects

a) ***Less Than Significant Impact.*** The Project involves the replacement of an existing bridge and will not require new water or expanded wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities to serve the Project. Utility relocation and realignment will be required, none of which would involve significant environmental impacts. Implementation of the Project will require the relocation of drainage ditches and above-ground utilities outside the clear recovery zone, which will include extension, replacement, and/or relocation of existing drainage structures to accommodate the widened road. This will also include relocation and/or abandonment of underground utilities where they are in conflict with the Project. The Project may include the installation of high-speed internet as well as relocation of AT&T and PG&E facilities. The installation and relocation of these utilities and infrastructure will occur within the footprint of the disturbance area and existing utility easement areas, and will not cause significant environmental effects. This is considered a less than significant impact.

b) ***Less Than Significant Impact.*** The Project would not involve any actions that would require a new water supply or generate wastewater. There may be the need for minor landscaping irrigation to

establish vegetation and replanting along the proposed facilities; however, this water need is not expected to be in perpetuity, nor is it expected to impact existing service levels regarding water use. No new water or wastewater facilities would be constructed or needed as part of the Project.

c) ***No Impact.*** The Project would not produce wastewater.

d) ***Less Than Significant Impact.*** Solid waste generated by the Project would be limited to construction debris. Solid waste disposal would occur in accordance with federal, State, and local regulations. Disposal would occur at permitted landfills; likely the Yolo County Central Landfill located approximately 8 miles east of the Project. The Project would not generate solid waste in amounts that would substantially affect the existing capacity of the Yolo County Central Landfill and impacts would be less than significant.

e) ***No Impact.*** The Project would conform to all applicable state and federal solid waste regulations.

Mitigation Measures: None required.

5.20 **Wildfire**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

In accordance with California Public Resource Code Section 4201-4204 and Government Code Section 51175-51189, CalFire has mapped areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), represent the risks associated with wildland fires.

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that non-federal lands in unincorporated areas with watershed value are of Statewide interest and have classified those lands as State Responsibility Areas (SRA), which are managed by CalFire. All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRA). Most of the western third of Yolo County has been classified as SRA, with FRA near the northwest and west County boundaries.

The Project is not located in any Fire Hazard Severity Zone per the 2018 CalFire Fire Hazard Severity Zones map (CalFire 2022).

Under State regulations, areas within very high fire hazard risk zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

Potential Environmental Effects

a) ***No Impact.*** The Project is being implemented to improve safety along CR 96. During construction traffic would be routed around the Project site, which results in an approximate 9-minute detour. The Project would not impair an adopted emergency response plan or emergency evacuation plan.

b) ***No Impact.*** The proposed Project would not exacerbate wildfire risks or expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) ***Less than Significant Impact.*** The Project involves replacement of an existing bridge. The completed Project would not exacerbate fire risk. The completed Project will improve public safety/fire prevention by better facilitating transportation of fire-fighting equipment. Project impacts are less than significant.

d) ***No Impact.*** The Project does not include activities that would 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.

Mitigation Measures: None required.

5.21 **Mandatory Findings of Significance**

To be filled out by Lead Agency if required	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Potential Environmental Effects

a) ***Less Than Significant with Mitigation Incorporated.*** The proposed Project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Based on the preceding environmental analysis, the application of existing regulations and the incorporation of BMPs, Yolo HCP/ NCCP AMMs, and mitigation measures, all potentially significant impacts associated with the Project, including those related to biological resources, tribal cultural resources, noise, hazards and hazardous materials, hydrology and water quality would be avoided, minimized, or mitigated to maintain a level that is considered less than significant with mitigation incorporated.

b) ***Less Than Significant Impact.*** The Project is consistent with the General Plan and would not result in individually limited but collectively significant impacts; therefore, the Project would not cause any additional environmental effects or significantly contribute to a cumulative impact.

c) ***Less Than Significant Impact.*** The Project would not result in substantial direct or indirect adverse effects from noise, either during Project construction or operation, nor would it result in impacts to air quality, water quality, or utilities and public services. Additionally, measures have been identified to maintain the Project's effects to air quality, water quality, hazards and hazardous materials, and noise levels at less than significant levels. Therefore, the Project would not cause substantial adverse effects on human beings.

6. Summary of Mitigation Measures

The following mitigation measures were identified to reduce impacts to less than significant:

BIOLOGICAL RESOURCES

MM BIO-1 – Western Pond Turtle

Implements Yolo HCP/NCCP AMMs 4 and 14: Cover Trenches and Holes during Construction and Maintenance; Minimize Take and Adverse Effects on Habitat of Western Pond Turtle

The following measures will reduce potential impacts to western pond turtles:

- A pre-construction survey for western pond turtle shall be conducted by a qualified biologist. If a western pond turtle nest is identified during the survey, the biologist shall flag the site and determine if construction activities can avoid affecting the nest. If the nest cannot be avoided, it will be excavated and re-buried at a suitable location outside of the construction impact zone by a qualified biologist. The County will inform CDFW if the nest cannot be avoided and such an activity must occur.
- If a qualified biologist determines that there is a moderate to high likelihood of western pond turtle nests within the disturbance area, the qualified biologist will monitor all initial ground-disturbing activity for nests that may be unearthed during the disturbance, and will move out of harm's way any turtles or hatchlings found.
- To prevent injury and mortality of western pond turtle, workers will cover open trenches and holes associated with implementation of covered activities that affect habitat for these species or design the trenches and holes with escape ramps that can be used during non-working hours. The construction contractor will inspect open trenches and holes prior to filling and contact a qualified biologist to remove or release any trapped wildlife found in the trenches or holes.

MM BIO-2 – Swainson's Hawk and White-Tailed Kite

Implements Yolo HCP/NCCP AMM16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite

The following avoidance and minimization measures will be implemented to minimize the potential for adverse impacts on Swainson's hawk and white-tailed kite to the maximum extent possible:

- The Project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests consistent with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 1 and August 30, with the final survey conducted no more than 3 days prior to the beginning of the construction activity. The results of the survey(s) will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project-related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the Project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of

individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

MM BIO-3 – Tricolored Blackbird

Implements Yolo HCP/NCCP AMM21: Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird

The following avoidance and minimization measures will be implemented to minimize the potential for adverse impacts on tricolored blackbird to the maximum extent possible:

- The qualified biologist will conduct visual surveys to determine if an active colony is present, during the period from March 1 to July 30, consistent with protocol described by Kelsey (2008).
- If active colony is present or has been present within the last 5 years, implement a species protection buffer within 1,300 feet of the colony site(s) from March 1 to July 30, unless a shorter distance is approved, based on site-specific conditions, by the Conservancy and CDFW.

MM BIO-4 – Special-Status Bird Species, Migratory Birds, and Raptors

The following measures will be implemented to further reduce the potential for impacts on special-status and migratory birds and raptors that may nest in or near the Project area, including northern harrier:

- Project activities and vegetation removal within the Project area shall be initiated outside of the bird nesting season (February 1 – August 31).
- If Project activities and vegetation removal cannot be initiated outside of the bird nesting season than the following will occur:
    - A qualified biologist will conduct a pre-construction survey within 3 days prior to the initiation of Project activities.
    - If an active avian nest (i.e., with egg[s] or young) is observed within 250 feet of the Project area during the pre-construction survey, then a species protection buffer will be established. The species protection buffer will be defined by the qualified biologist in consultation with CDFW. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored once per week and a report submitted to the lead agency weekly.

MM BIO-5 – Bat Avoidance and Minimization

The following measures will be implemented to further reduce the potential for impacts on bats that may roost in the Project area.

- Mature trees should be removed and/or fallen between March 1 – April 15, or between September 1 – October 15 (or when evening temperatures are above 45° and rainfall is less than ½ inch in 24 hours). Trees should be removed at dusk to minimize impacts to roosting bats.
- If tree removal cannot be performed outside of the maternity season, a qualified biologist shall conduct a preconstruction survey of suitable roosting habitat within 5 days prior to construction activities.
    - If bats are found, a qualified biologist shall establish a no-disturbance buffer and develop a bat exclusion plan for the passive removal of bats. The plan shall be submitted to CDFW for review prior to implementation.
    - If no roosting bats and no potential for roosting bats are found, tree removal can proceed.
    - If potential for roosting bats has been determined and no bats are discovered, a qualified biologist should monitor tree removal activities to ensure the avoidance and minimization of take of regulated species.

MM BIO-6 – Wetlands and Waters

Implements Yolo HCP/NCCP AMMs 1, 2, 3, 8, 9, and 10: Establish Buffers around Sensitive Natural Communities; Confine and Delineate Work Area to Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas; Avoid and Minimize Effects on Wetlands and Waters

The following measures shall be implemented to avoid or minimize the potential for Project-related impacts on wetlands and waters:

- The County will comply with the terms of a Clean Water Act Section 404 permit issued by the Corps and Section 401 water quality certification issued by the RWQCB for activities involving the discharge of fill material into jurisdictional drainages. The County will also comply with terms of a Streambed Alteration Agreement with the CDFW (if determined necessary by the CDFW). Prior to any discharge into drainages, the required permits and authorizations will be obtained from the respective agencies. All terms and conditions of the required permits and authorizations will be implemented.
- Water quality BMPs will be installed around Union School Slough, and Union School Slough Diversion Channel, in a manner that prevents water, sediment, and chemicals from draining into the feature, and all staging, storage, stockpile areas, and off-road travel routes will be located as far as practicable away from the drainage.
- Mitigation for 0.17 acres (919.4 linear feet) of permanent impacts to jurisdictional WOTUS will be addressed through the purchase of credits at a Corps-approved mitigation bank or payment to a Corps-approved in-lieu fund.

- Impacts to Riverine Sensitive Natural Community will be mitigated for through the Yolo HCP/NCCP Natural Community and Land Cover Impacts Mitigation Fees. The specific acreage of compensatory mitigation credits is subject to change depending on consultation with the USFWS and the Conservancy.

MM BIO-7 – Sensitive Natural Communities

Implements Yolo HCP/NCCP AMM9, Establish Buffers around Sensitive Natural Communities

Environmentally Sensitive Area (ESA) fencing will be established around the following Sensitive Natural Communities where they occur within or adjacent to the Project area, when feasible. These areas will be identified on construction drawings and demarcated in the field with flagging and/or signs identifying the area as off limits to all personnel, equipment, and ground-disturbing activities.

Per Yolo HCP/NCCP AMM9, the buffers for each Sensitive Natural Community are as follows:

- Valley foothill riparian: 100 feet from canopy dripline. If avoidance is infeasible, a lesser buffer than is stipulated in the AMMs may be approved by the Conservancy, USFWS, and CDFW if they determine that the sensitive natural community or covered species is avoided to an extent that is consistent with the Project purpose (e.g., if the purpose of the Project is to provide a stream crossing or replace a bridge, the Project may encroach into the buffer and the natural community or species habitat to the extent that is necessary to fulfill the Project purpose). Transportation or utility crossings may encroach into this sensitive natural community provided effects are minimized and all other applicable AMMs are followed.
- Lacustrine and riverine: Outside urban planning units, 100 feet from the top of banks. Within urban planning units, 25 feet from the top of the banks.

MM BIO-8 – Worker Environmental Training Program

Implements Yolo HCP/NCCP AMM6: Conduct Worker Training

- All construction personnel will participate in a worker environmental training program approved/authorized by the Conservancy and administered by a qualified biologist. The training will provide education regarding sensitive natural communities and covered species and their habitats, the need to avoid adverse effects, State and federal protection, and the legal implications of violating the FESA and NCCPA Permits. A pre-recorded video presentation by a qualified biologist shown to construction personnel may fulfill the training requirement.

MM BIO-9 – Tree Removal Documentation and Replacement

The following measures shall be implemented to compensate for the removal of trees and to avoid or minimize the potential for Project-related impacts on tree resources.

- Final plans will identify the number, size, and species of trees to be removed and include a planting plan, to ensure replacement of trees in a manner consistent with County and Resource Agencies policies. If replanting cannot completely compensate for the number of trees removed within the Project site or on County managed land, purchase of compensatory mitigation credits will be required for the remainder of trees. The replanting plan must be approved by the County and any compensatory mitigation credits for tree resources must be purchased prior to vegetation clearing activities.

- A plan for avoidance and minimization of trees that are in the area of direct impact, but not removed, shall be developed by an International Society of Arboriculture (ISA) Arborist and implemented by the County prior to vegetation clearing activities and throughout the construction of the Project.

MM BIO-10 – Control Nighttime Lighting

Implements Yolo HCP/NCCP AMM7: (Control Nighttime Lighting of Project Construction Sites

Workers will direct all lights for nighttime lighting of project construction sites into the project construction area and minimize the lighting of natural habitat areas adjacent to the project construction area.

HAZARDS

MM HAZ-1 Lead Compliance Plan

A lead compliance plan that protects workers and the environment from lead exposure must be prepared prior to implementation of demolition and construction activities. Painted bridge components will need to be removed, transported, and recycled or disposed of in a manner consistent with the lead compliance plan and applicable state and federal law. The plan must address the Caltrans 2022 Standard Specifications §7-1.02K(6)(j)(ii) Lead Compliance Plan, and §7-1.02K(6)(j)(iii) Unregulated Earth Material Containing Lead, and a Health & Safety Plan for workers in accordance with Cal OSHA Title 8, Section 1532.1. Additional sampling and analysis of the paint may be required to insure proper disposal of the painted components.

MM HAZ-2 Soils Testing

A Limited Soils Assessment (LSA) shall be prepared and conducted at the southwest portion of the Project site and northeast of the bridge for the purpose of assessing on-site shallow soil for potential impacts from the following constituents of concern prior to implementation of demolition and construction activities.

- organochlorine pesticides (EPA Method 8081)
- chlorinated herbicides (EPA Method 8151)
- organophosphorus pesticides (EPA Method 8141)

The LSA shall also determine if excavated soils generated during construction activities are likely to be classified as a regulated waste. Should any of the constituents of concern be found in excess concentrations, the applicant shall prepare a Soil Management Plan (SMP) or equivalent report, which shall be distributed to construction personnel. The SMP shall establish protocols for handling, sampling, storage, and disposal of any suspected burn ash-impacted soils generated during construction activities.

MM HAZ-3 Asbestos

Prior to demolition, a Certified Asbestos Consultant (CAC) shall assess the presence of asbestos in the existing culvert, located approximately ±750 ft south of the bridge. The culvert is assumed to contain asbestos, and if found contaminated, shall be disposed of according to the CAC's recommendations. The CAC assessment should be submitted to the YSAQMD and shall be included in the written notification of demolition of structures or renovation operations at least 10 business days prior to commencing work, regardless of the presence or absence of asbestos in building materials.

NOISE

MM NOI-1 – Control of Construction Noise

To avoid substantial construction-period noise impacts to nearby sensitive receptors, the Best Management Practices listed below will be implemented during Project construction. With implementation of these standard construction period specifications, the Project will not result in excessive construction-period noise effects.

1. Project-related noise-generating activities at, or adjacent to, the construction site shall comply with the Caltrans Standard Specifications section 14-8.02. "Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m."
2. All internal combustion engine driven equipment shall be equipped with the appropriate intake and exhaust mufflers, which are in good condition.
3. "Unnecessary" idling of internal combustion engines shall be strictly prohibited.
4. Avoid staging construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment as far as practical from existing noise receptors. Construct temporary barriers to screen noise generating equipment when located in areas adjoining noise-sensitive land uses.
5. "Quiet" air compressors and other stationary noise sources shall be used when applicable.
6. All construction traffic shall be routed to and from the Project site via designated truck routes. Construction-related heavy truck traffic shall be prohibited in residential areas where feasible. Construction truck traffic shall be prohibited in the Project vicinity during non-allowed hours.
7. The businesses and residents in the Project area shall be notified in writing by the County of the construction schedule.
8. The County shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and implement reasonable measures to correct the problem. The contractor shall visibly post the telephone number for the disturbance coordinator at the construction site. The County shall include the telephone number in the notice sent to residents regarding the construction schedule.

TRIBAL CULTURAL RESOURCES

MM TCR-1 – (Sensitivity Training)

Prior to the start of the Project, Project personnel will attend cultural sensitivity training to be administered by the Yocha Dehe Wintun Nation Cultural Resources Department Administrative Staff - Phone: (530) 796-3400, Email: THPO@yochadehe.gov.

7. Supporting Information Sources

7.1 **Report Preparation**

Yolo County Department of Community Services, CEQA Lead Agency

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Appendix A

Farmlands Study Memo

Appendix B

Road Construction Emissions Model Output

Appendix C

Natural Environment Study

Appendix D

Draft Delineation of Waters of the U.S. Map

Appendix E

Archaeological Survey Report / Historic Property Survey Report

Appendix F

Floodplain Evaluation Report

Appendix G

Construction Noise Technical Memorandum

Appendix H

Initial Site Assessment