

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency): Alameda-Contra Costa Transit District
1600 Franklin Street, Oakland, CA 94612

County Clerk
County of: Contra Costa
555 Escobar Street
Martinez, CA 94553

(Address)

2025-00041

FILED

February 12, 2025

KRISTIN B. CONNELLY
CLERK-RECORDER

By: [Signature]

P. Gorman
Deputy Clerk

Project Title: Macdonald Avenue/Cutting Boulevard Transit Improvement Project

Project Applicant: Alameda-Contra Costa Transit District

Project Location - Specific:
See attached document with maps.

Project Location - City: Richmond and El Cerrito Project Location - County: Contra Costa

Description of Nature, Purpose and Beneficiaries of Project:

The project includes, but is not limited to, signal upgrades, bus stop relocations for improved pedestrian safety, curb extensions for bus stops to improve service reliability, sidewalk repairs, repainting of faded curbs, bus bulbs, and installation of new bus shelters for enhanced rider comfort.

Name of Public Agency Approving Project: Alameda-Contra Costa Transit District

Name of Person or Agency Carrying Out Project: Alameda-Contra Costa Transit District

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
Declared Emergency (Sec. 21080(b)(3); 15269(a));
Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
Categorical Exemption. State type and section number: 15301(c), 15301(l)(4), 15302(c), 15303(e)
Statutory Exemptions. State code number:

Reasons why project is exempt:

The project will not expand the existing streets and sidewalks as part of transit improvements. The project consists of: removal of small structures; replacement or reconstruction of existing utility systems; and provide new, small facilities or structures.

Lead Agency

Contact Person: Sean Diest Lorgion Area Code/Telephone/Extension: 510-520-5753

If filed by applicant:

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

Signature: [Signature] Date: 2/6/25 Title: Project Manager

Signed by Lead Agency Signed by Applicant

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

Date Received for filing at OPR:

Attachment A

**AC Transit Macdonald Avenue &
Cutting Boulevard Transit Improvement Project**

CEQA Exemption Information Form

Contra Costa County

Overview

The Alameda-Contra Costa Transit District's (AC Transit) proposed Macdonald Avenue & Cutting Boulevard Transit Improvement Project (project) focuses on improving safety and accessibility for both bus riders and non-bus riders, improving bus operations, and improving the customer experience. This project serves to improve AC Transit service along Macdonald Avenue, between Richmond Parkway and San Pablo Avenue, and along Cutting Boulevard, between Interstate 580 (I-580) and the El Cerrito del Norte Bay Area Rapid Transit Station. The project includes, but is not limited to, signal upgrades, bus stop relocations for improved pedestrian safety, curb extensions for bus stops to improve service reliability, sidewalk repairs, repainting of faded curbs, bus bulbs, and installation of new bus shelters for enhanced rider comfort. The improvements along Cutting Boulevard would be made in cooperation with Golden Gate Transit.

Project Location

The project is located within the cities of Richmond and El Cerrito, California. Specifically, the project consists of the following two distinct project components:

Macdonald Avenue Component

The Macdonald Avenue Transit Priority Project would include the design and implementation of transit operation and safety improvements along Macdonald Avenue, between (and including) Richmond Parkway and Wilson Avenue.

Cutting Boulevard Component

The Cutting Boulevard Transit Priority Project would consist of the design and implementation of transit-operation, access, and safety improvements along Cutting Boulevard, between and including I-580 and San Pablo Avenue.

Reasons Why Project is Categorically Exempt

Article 19 of the CEQA Guidelines, Sections 15300 through 15333, establishes a list of project classes that have been determined to not have a significant effect on the environment and are, therefore, exempt from CEQA. The project qualifies as a categorically exempt project, pursuant to the following sections of the CEQA Guidelines:

- CEQA Guidelines Section 15301(c), which provides the following:

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.

Examples include but are not limited to:

...

Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);

The key consideration for this exemption is that negligible alterations to bicycle facilities, pedestrian crossings, transit improvements, sidewalks, gutters, etc. do not create additional automobile lanes. As described above, the project would include various improvements to existing sidewalks and pavement, which do not create additional vehicle lanes. Thus, the project meets the Section 15301(c) criterion.

- CEQA Guidelines Section 15301(l)(4), which provides the following:

Demolition and removal of individual small structures listed in this subdivision:

...

Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

The project includes relocation of several existing bus stops along Macdonald Avenue and Cutting Boulevard. The majority would require relocation of the bus stop from the near side of the intersection to the far side of the same intersection. Removal and relocation of existing bus stops would qualify as a small structure, as they are substantially smaller than the examples provided in the CEQA Guidelines. Thus, the project meets the Section 15301(l)(4) criterion.

- CEQA Guidelines Section 15302(c), which provides the following:

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

...

Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

The project would include upgrades at several traffic signals along the project corridors, including installation of Transit Signal Priority to allow buses to request an early green or a green extension. Such improvements allow for greater efficiency of AC Transit services but would not result in expansion of such services beyond existing levels. Thus, the project meets the Section 15302(c) criterion.

- CEQA Guidelines Section 15303(e), which provides the following:

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

...

Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

The project would include the installation of several new bus shelters, which would be similar or smaller in size to the examples of categorically exempt small structures provided by the CEQA Guidelines. Thus, the project meets the Section 15303(e) criterion.

The proposed project is categorically exempt from the provisions of CEQA pursuant to State CEQA Guidelines Section Class 1, Section 15301 (c) and (l), Section 15302 (c), and Section 15303 (e).

Exceptions to Categorical Exemptions

CEQA Sections 15300.2(a) through (f) presents a list of exceptions to the use of an exemption. The project does not meet any of the exceptions, as discussed below.

- CEQA Guidelines Section 15300.2(a) provides the following:

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

While the project meets qualification as a Class 3 categorical exemption, the Macdonald Avenue and Cutting Boulevard project corridors, to which implementation of the project components would be confined, are predominantly paved areas that do not contain designated or mapped environmental resources of hazardous or critical concern (refer to the Hazards and Hazardous Materials and Biological Resources sections of the Environmental Checklist). Therefore, an exception to the exemption under CEQA Guidelines Section 15300.2(a) does not apply to the project.

- CEQA Guidelines Section 15300.2(b) provides the following:

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

The project corridors are located in a highly urbanized area in the cities of Richmond and El Cerrito. The project aims to enhance existing AC Transit services through the improvement of public transportation and pedestrian facilities and infrastructure and would not result in additional AC Transit services along the project corridors. As detailed further in the Environmental Checklist prepared for the project, the project would result in no impact related to all environmental issue areas required for analysis under CEQA. Therefore, the project would not have the potential to contribute to any impacts considered cumulatively considerable, and an exception to the exemption under CEQA Guidelines Section 15300.2(b) does not apply to the project.

- CEQA Guidelines Section 15300.2(c) provides the following:

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

As detailed further in the Environmental Checklist prepared for the project, the project would result in no impact related to all environmental issue areas required for analysis under CEQA. Additionally, while unusual circumstances are not defined by the CEQA Guidelines, potential site characteristics could include sensitive habitats or contamination. The proposed transit improvements would be entirely restricted to the Macdonald Avenue and Cutting Boulevard rights-of-way, which do not contain any sensitive habitats or contamination sites. Therefore, an exception to the exemption under CEQA Guidelines Section 15300.2(c) does not apply to the project.

- CEQA Guidelines Section 15300.2(d) provides the following:

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

As detailed further in the Aesthetics section of the Environmental Checklist, the Macdonald Avenue and Cutting Boulevard corridors are not located within the vicinity of a state-designated scenic highway. Therefore, the project would not damage scenic resources within the vicinity of scenic highway, and an exception to the exemption under CEQA Guidelines Section 15300.2(d) does not apply to the project.

- CEQA Guidelines Section 15300.2(e) provides the following:

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

The California Environmental Protection Agency provides a list of resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code Section 65962.5. As detailed further in the Hazards and Hazardous Materials section of the Environmental Checklist, the Macdonald Avenue and Cutting Boulevard corridors are not located on any list compiled pursuant to Section 65962.5 of the Government Code. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(e) does not apply to the project.

- CEQA Guidelines Section 15300.2(f) provides the following:

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

As detailed further in the Cultural Resources section of the Environmental Checklist, the Macdonald Avenue and Cutting Boulevard corridors do not contain known historic resources. Although the project would require minor excavation of asphalt and previously disturbed soils within established segments of the roadways at depths of potentially up to 12 feet, the new excavations would occur in the existing rights-of-way and be similar in depth to those that were completed as part of buildout of the existing roadways. Thus, the project is not anticipated to have potential of encountering unknown archaeological resources or human remains, as such resources would have already been removed or disturbed as part of construction of the existing project corridors. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(f) does not apply to the project.

Conclusion

Based on the above, the project is consistent with CEQA Guidelines Sections 15301(c), 15301(l)(4), 15302(c), and Section 15303(e). The exceptions to the exemptions set forth by CEQA Sections 15300.2(a) through (f) do not apply to the project. Thus, as detailed in the Environmental Checklist prepared for the project, the project is categorically exempt from CEQA.

PROJECT DESCRIPTION

The location, setting, and components of the Macdonald Avenue & Cutting Boulevard Transit Improvement Project (project) are discussed further below.

Project Location and Existing Setting

The Macdonald Avenue corridor is a 2.7-mile, four-lane stretch of roadway that runs from Richmond Parkway to the west to the corridor's eastern limit at Interstate 80 (I-80). The Cutting Boulevard corridor is a 2.4-mile, four-lane stretch of roadway that runs from Interstate 580 (I-580) to the El Cerrito del Norte Bay Area Rapid Transit Station. Table 1 and Table 2 summarize the existing signalized project intersections in Richmond and El Cerrito, respectively, which are also illustrated in Figure 1 and Figure 2.

Table 1: Signalized Intersections Along Macdonald Avenue Corridor

#	Street	Owner	Maintainer/Operator
1	44th Street	City of Richmond	City of Richmond
2	42nd Street	City of Richmond	City of Richmond
3	37th Street	City of Richmond	City of Richmond
4	33rd Street	City of Richmond	City of Richmond
5	27th Street	City of Richmond	City of Richmond
6	23rd Street	City of Richmond	City of Richmond
7	22nd Street	City of Richmond	City of Richmond
8	16th Street	City of Richmond	City of Richmond
9	Marina Way	City of Richmond	City of Richmond
10	12th Street	City of Richmond	City of Richmond
11	Harbour Way	City of Richmond	City of Richmond
12	8th Street	City of Richmond	City of Richmond
13	6th Street	City of Richmond	City of Richmond
14	Richmond Pkwy	City of Richmond	City of Richmond

Table 2: Signalized Intersections Along Cutting Boulevard Corridor

#	Street	Owner	Maintainer/Operator
1	I-580 (W)	City of Richmond	California Department of Transportation
2	I-580 (E)	City of Richmond	California Department of Transportation
3	Harbour Way S	City of Richmond	City of Richmond
4	Marina Way S	City of Richmond	City of Richmond
5	S. 20th Street	City of Richmond	City of Richmond
6	S. 23rd Street	City of Richmond	City of Richmond
7	S. 26th Street	City of Richmond	City of Richmond
8	S. 29th Street	City of Richmond	City of Richmond
9	Carlson Blvd	City of Richmond	City of Richmond
10	S. 37th Street	City of Richmond	City of Richmond
11	S. 41st Street	City of Richmond	City of Richmond
12	S. 45th Street	City of Richmond	City of Richmond
13	S. 49th Street	City of Richmond	City of Richmond
14	I-80 (E)	City of El Cerrito	California Department of Transportation
15	I-80 (W)	City of El Cerrito	California Department of Transportation

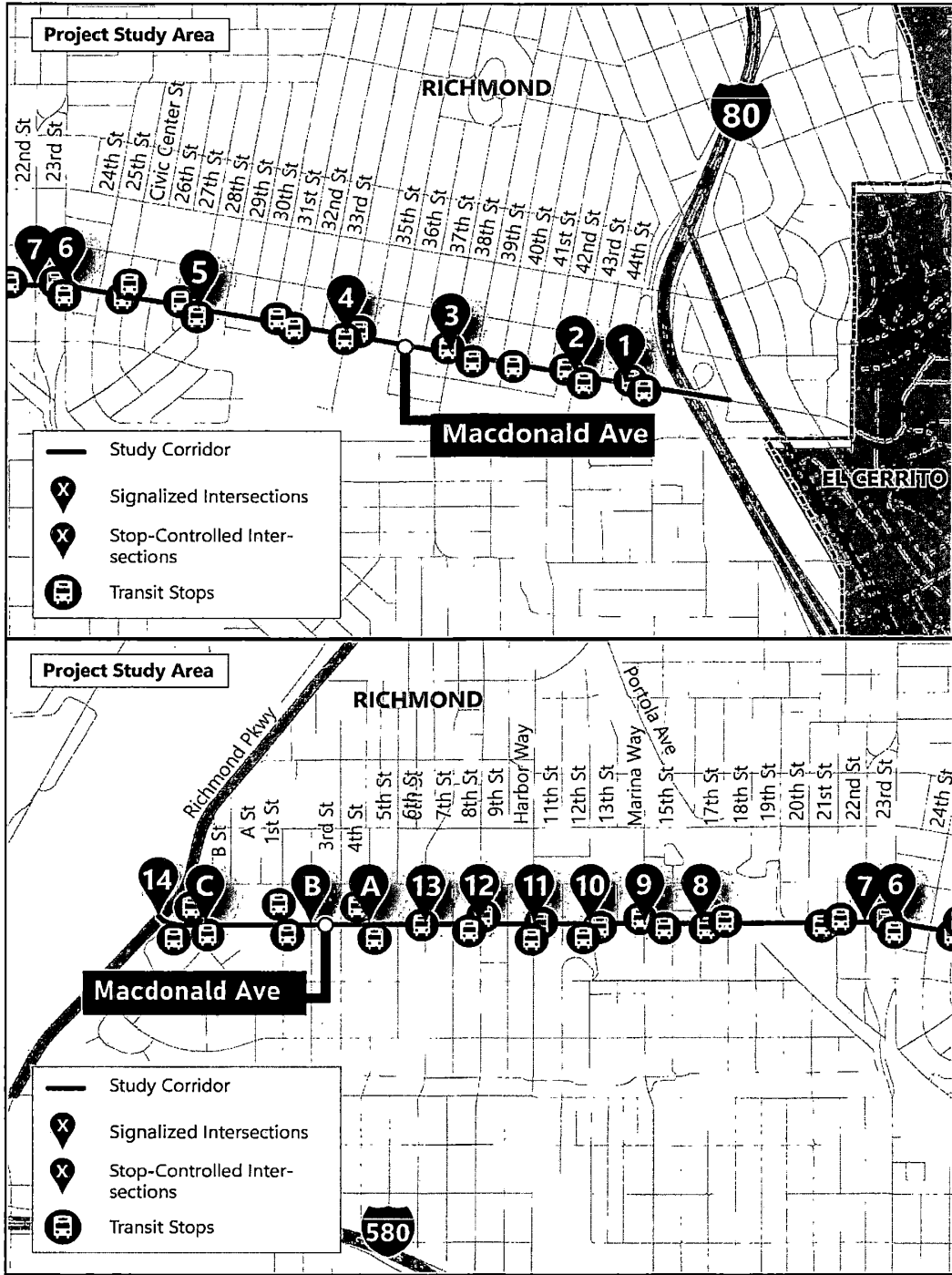


Figure 1: Project Study Area – Macdonald Avenue

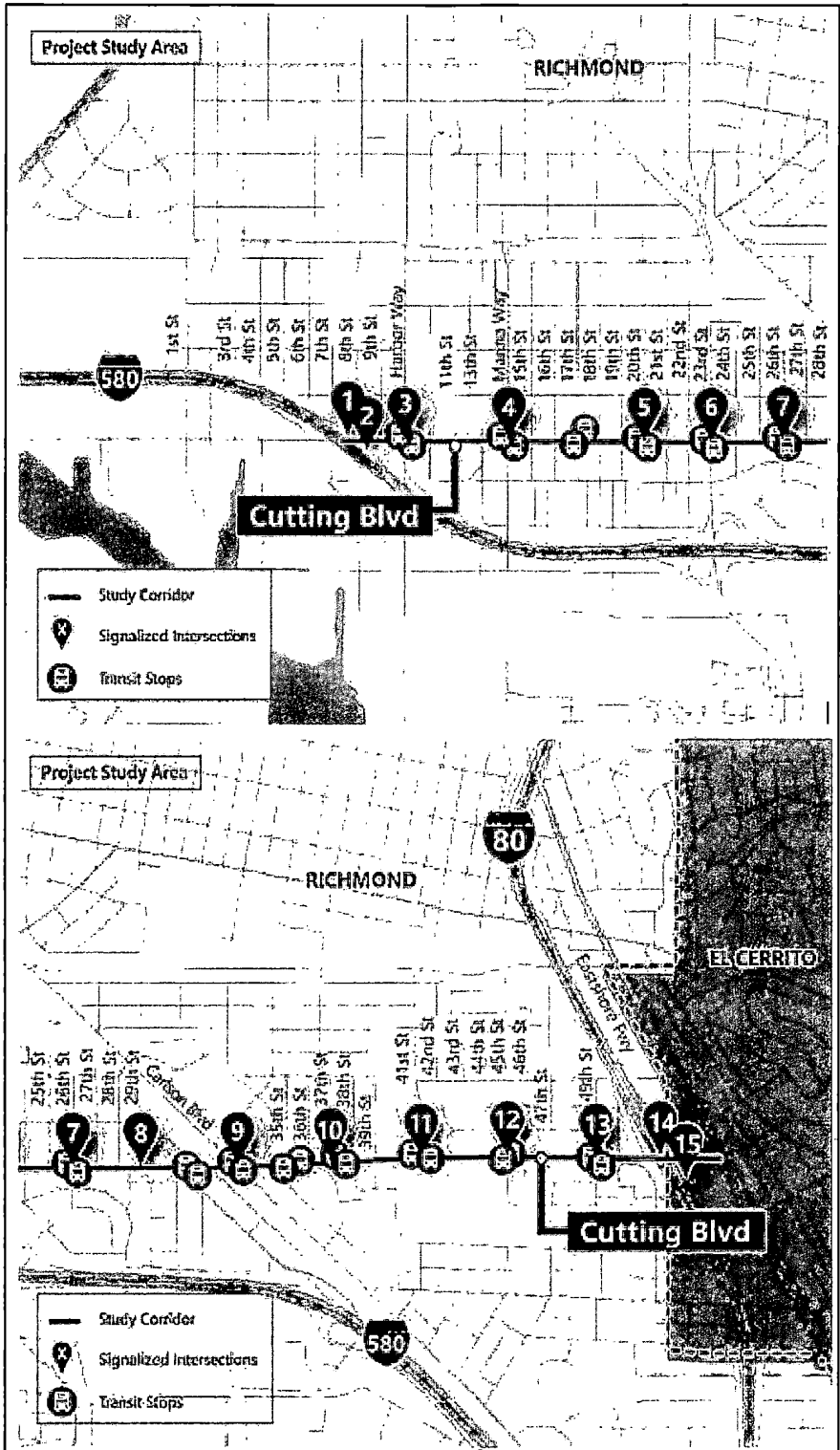


Figure 2: Project Study Area – Cutting Boulevard

PROJECT COMPONENTS

The Macdonald Avenue corridor portion of the project consists of 14 modified traffic signals, a signal queue jump, relocation of 14 bus stops, construction of seven bus stop extensions, installation of seven new bus shelters, 13 new or improved curb ramps, sidewalk repair at 12 locations, and the planting of trees at two locations. This corridor is used by AC Transit buses.

The Cutting Boulevard corridor portion of the project consists of 15 modified traffic signals, a signal queue jump, relocation of nine bus stops, construction of five bus stop extensions, installation of 10 new bus shelters, 20 new or improved curb ramps, and sidewalk repair at 20 locations. This corridor is used by AC Transit and Golden Gate Transit (GGT).

This project is part of an AC Transit-wide effort to improve safety, reduce travel time, and increase schedule reliability to complement the numerous corridor improvement projects being undertaken as part of the *Major Corridors Study (2016)*, which was prepared to identify short-term and long-term investment strategy recommendations for the 12 highest-ridership corridors, and the *Quick-build Framework (2020)*, which was prepared to improve safety, reduce travel time, and increase bus line reliability.

More specifically, the project consists of the following improvements to the Macdonald Avenue corridor (refer to Figure 3):

- Addition of Transit Signal Priority (TSP) to 14 existing traffic signals (from Richmond Parkway to 44th Street), allowing buses to request an early green or a green extension
- Bus queue jump signal(s) and corresponding striping changes
- Signal communication improvements to allow for the improved signal coordination for transit through the use of global positioning system (GPS) clocks
- Relocation of 14 bus stops, with the majority being a relocation from the near side of an intersection to the far side of an intersection
- All bus stops designed to meet Americans with Disabilities Act (ADA) guidelines and AC Transit's requirements for clear zones at each door, with bus stop lengths dependent upon the size of the vehicles servicing the stops
- Other myriad bus stop improvements, such as red curb extensions, bench relocations, relocation of bus stop signs, and trash cans
- Construction of seven new bus bulbs, allowing buses to stop within the lane of traffic, helping with speed/reliability as buses would not require waiting to merge back into the travel lane
- Installation of seven new bus shelters, each with power provided for lighting
- Upgrades to 12 curb ramps and installation of three new curb ramps
- Sidewalk repairs at seven bus stops, with trees planted at two of these locations

- Three sidewalk repairs would include sidewalk expansions, tentatively comprised of the following specifications at the following locations:
 - Along eastbound Macdonald Avenue, east of 8th Street – Approximately 210 square feet of new sidewalk in currently paved areas, spanning approximately 80 linear feet
 - Along westbound Macdonald Avenue, west of 8th Street – Approximately 135 square feet of new sidewalk in currently paved areas, spanning approximately 45 linear feet
 - Along eastbound Macdonald Avenue, east of Wilson Avenue – Approximately 288.75 square feet of new sidewalk in currently paved areas, spanning approximately 90 linear feet

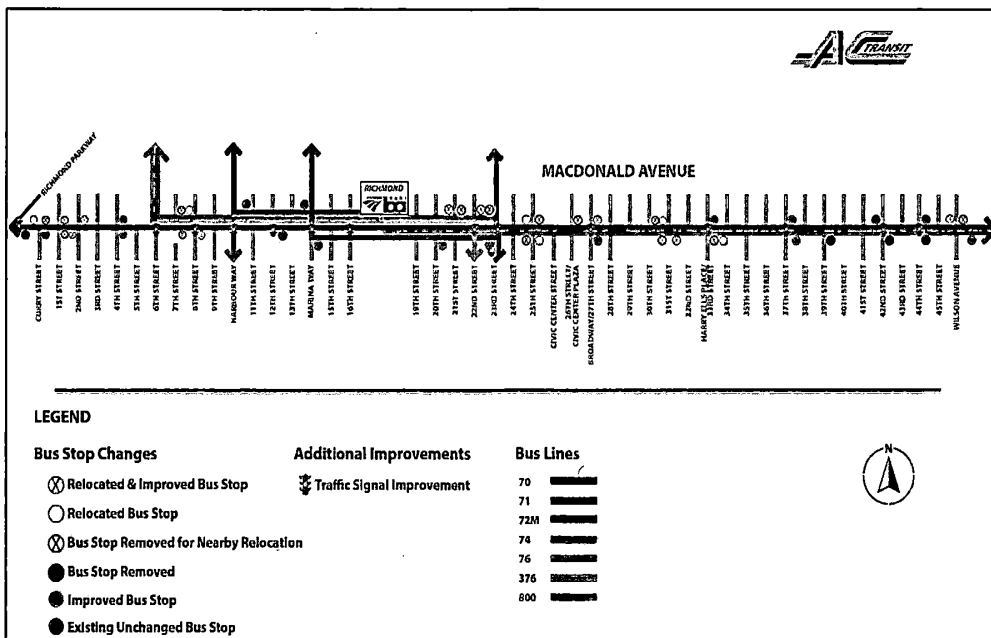


Figure 3: Proposed Macdonald Avenue Improvements

With respect to the Cutting Boulevard corridor, the project consists of the following improvements (refer to Figure 4):

- Modifications and upgrades to 11 traffic signals along Cutting Boulevard (from I-580 interchange to San Pablo Avenue), with modifications and upgrades generally involving, on an as-needed basis (not at all signals), new cabinets/controllers, GPS clocks, battery back-ups, additional side-street detection, pedestrian system upgrades, and new conduits/wiring
- Signal communication improvements (consisting only of improved signal coordination for transit through the use of GPS clocks)
- Relocation of nine bus stops, with the majority being a relocation from the near side of an intersection to the far side of an intersection and all bus stops designed to meet ADA guidelines, as well as both AC Transit's and

Golden Gate Transit's requirements for clear zones at each bus door (to be provided) and stop lengths based on the size of vehicles used (AC Transit uses both 40-foot-long and 45-foot-long buses, while Golden Gate Transit uses 45-foot-long vehicles)

- The longest required length for each component established between the two agencies would be used.
- Near or far side stops would be required to be long enough to:
 - Allow sufficient room for buses to pull out of the travel lane around parked vehicles/bulbs
 - Allow the bus to be pulled fully flush to the curb face
 - Maintain the required distance from the crosswalk
 - Provide the required distance to pull out of the bus stop back into the travel lane
- Other myriad improvements, such as red curb extensions, bench relocations, relocation of bus stop signs, trash cans, with only combined AC Transit/Golden Gate Transit bus stops (12 of the 27 total along this corridor) improved
- Installation of 10 bus shelters, each with power provided for lighting (shown as part of the "Improve Bus Stop" locations in Figure 4, which also include locations that only would involve installation of new benches)
- Upgrades to 20 curb ramps
- Sidewalk repairs at 20 bus stops.

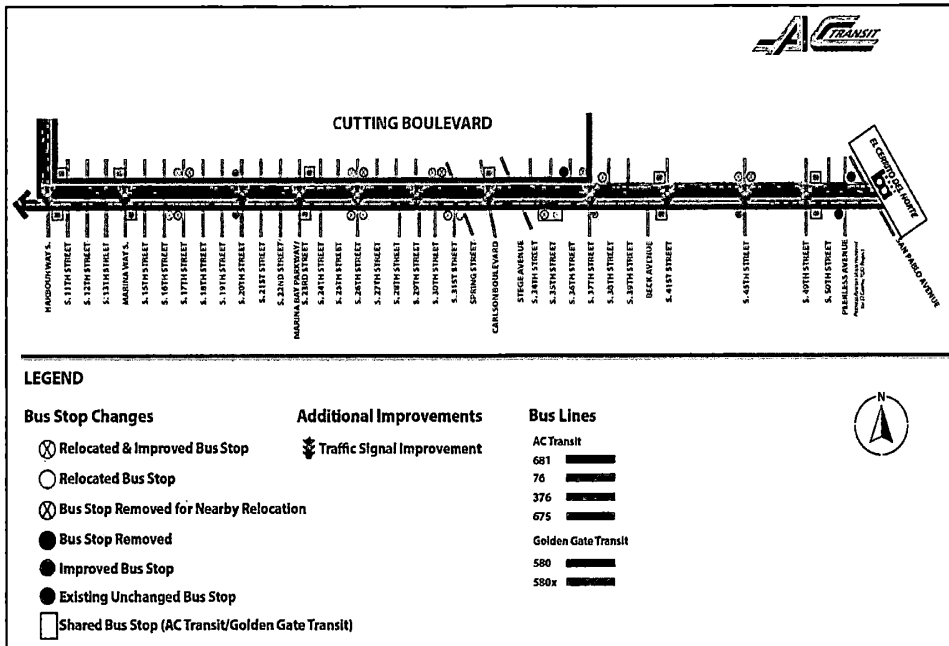


Figure 4: Proposed Cutting Boulevard Improvements

The tables in Attachment 1 further describe the bus stop locations where improvements would be made along with a description of the planned enhancements. Construction access and staging would occur only in paved or previously disturbed areas within or immediately adjacent to the project corridors.

AESTHETICS

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

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

The Macdonald Avenue and Cutting Boulevard corridors are currently comprised of previously disturbed paved areas. The project would include various improvements to the Macdonald Avenue and Cutting Boulevard corridors, including, but not limited to, signal improvements, new bus shelters, new bus bulbs, bus stop relocations, sidewalk repairs, curb and ramp enhancements to comply with applicable standards, red curb extensions, and/or relocation of bus stop signs. The foregoing improvements would be restricted to the currently paved areas of the Macdonald Avenue and Cutting Boulevard rights-of-way.

The project would not result in any notable visual changes to the roadway corridor. Aboveground changes would be limited to the relocation of bus stops at specified intersections. The project components would not change the visual character or quality of the project corridors. There are no scenic vistas and/or visual resources in proximity to the project corridors, per a review of the City of Richmond General Plan and City of El Cerrito General Plan. The project corridors are also not located within the vicinity of a state scenic highway, per the Caltrans California State Scenic Highway Systems Map.¹

The only source of light the project would emit would be the lighting provided at the new bus shelters. Lighting and shelter materials would be designed and installed consistent

¹ Caltrans' California State Scenic Highway System Map:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
 a Accessed January 2025.

with applicable local design standards, ensuring light and glare from the new shelters are minimized.

Based on the above, the project would result in ***no impact*** related to aesthetics.

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

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

The Macdonald Avenue and Cutting Boulevard corridors are currently comprised of previously disturbed paved areas. The project would include various improvements to the Macdonald Avenue and Cutting Boulevard corridors, including, but not limited to, signal improvements, new bus shelters, new bus bulbs, bus stop relocations, sidewalk repairs, curb and ramp enhancements to comply with applicable standards, red curb extensions, and/or relocation of bus stop signs. The foregoing improvements would be

restricted to the currently paved areas of the Macdonald Avenue and Cutting Boulevard rights-of-way.

Per a review of the California Department of Conservation's Important Farmland Finder, the project corridors do not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.² Additionally, considering the urbanized nature of the project corridors, the project would not conflict with existing zoning for agricultural uses or Williamson Act contracts. Similarly, the project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production, nor result in the loss of forest land or conversion of forest land to non-forest use.

Based on the above, the project would result in **no impact** related to agriculture and forestry resources.

² California Department of Conservation. <https://maps.conservation.ca.gov/dlrp/ciff/> Accessed January 2025

AIR QUALITY

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

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

The cities of Richmond and El Cerrito are located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the state and federal ozone, state and federal fine particulate matter 2.5 microns in diameter (PM_{2.5}), and state respirable particulate matter 10 microns in diameter (PM₁₀) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM_{2.5} federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM_{2.5} AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation. The USEPA has not yet approved a request for redesignation of the SFBAAB; therefore, the SFBAAB remains in nonattainment for 24-hour PM_{2.5}.

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gas (GHG) emissions. Although a plan for achieving the state PM₁₀ standard is not required, the BAAQMD has prioritized measures

to reduce PM in developing the control strategy for the 2017 Clean Air Plan. The control strategy serves as the backbone of the BAAQMD's current PM control program.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. For development projects, BAAQMD establishes significance thresholds for emissions of the criteria pollutants reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM₁₀, and PM_{2.5}.

The project would include various improvements to the Macdonald Avenue and Cutting Boulevard corridors, including, but not limited to, signal improvements, new bus shelters, new bus bulbs, bus stop relocations, sidewalk repairs, curb and ramp enhancements to comply with applicable standards, red curb extensions, and/or relocation of bus stop signs. Given the limited scope of the project, project construction is not anticipated to exceed BAAQMD's significance thresholds for criteria pollutants. Additionally, all projects under the jurisdiction of BAAQMD are required to implement all of BAAQMD's Basic Construction Mitigation Measures (BCMMs). The BCMMs include the following, which would be required by AC Transit as project conditions of approval and further ensure project construction does not result in emissions in exceedance of applicable thresholds established by BAAQMD:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
2. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
3. All vehicle speeds on unpaved roads shall be limited to 15 mph.
4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
6. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The project would not increase bus services along the Macdonald Avenue and Cutting Boulevard corridors. Rather, the project would improve the efficiency of existing services. During project operation, the proposed signal improvements would enhance the efficiency of AC Transit Lines 70, 71, 72M, 74, 76, 376 and 800 along Macdonald Avenue and AC Transit Lines 76, 376, 675 and 681 and Golden Gate Transit Lines 580 and 580x along Cutting Boulevard. Increases in transit ridership generated through the incentive of more efficient AC Transit and Golden Gate Transit services would reduce trips associated with personal automobiles, thereby reducing vehicle miles traveled and associated air pollutant emissions. Similarly, through improved signal timing, AC Transit and Golden Gate Transit buses would reduce idling, which would additionally result in reduced vehicle miles traveled and air pollutant emissions. Therefore, project operation would not increase emissions and would be consistent with the plans and policies of the BAAQMD.

Finally, pursuant to the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The project would not introduce any such land uses. In addition, compliance with all applicable BAAQMD rules and regulations during project construction, particularly those associated with permitting of air pollutant sources, would help to minimize air pollutant emissions, as well as any associated odors. Accordingly, substantial objectionable odors would not occur during construction activities or affect a substantial number of people. Substantial objectionable odors would not occur during project operation, as the project would not increase bus services along Macdonald Avenue or Cutting Boulevard. Based on the above, the project would result in **no impact** related to air quality.

BIOLOGICAL RESOURCES

Would the project:

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

The cities of Richmond and El Cerrito are not participating agencies of any Habitat Conservation Plan or Natural Community Conservation Plan. The project would, therefore, not conflict with the provisions of such plans. Special-status species are those that have been listed as threatened or endangered under the federal Endangered Species Act, California Endangered Species Act, or are of special concern to federal resource agencies, the state, or private conservation organizations. A species may be considered to have special status due to declining populations, vulnerability to habitat change, or restricted distributions. The Macdonald Avenue & Cutting Boulevard Transit Improvement Project: Biological Assessment (see Attachment 2) evaluated biological

resources that have potential to occur in the project area. The California Natural Diversity Database (CNDDDB) contains no occurrences of previously identified special-status plant and wildlife species along the project corridors.³

Due to the developed, urbanized condition of the project corridors and surrounding area, habitat to accommodate special-status plant species is not anticipated to be present in areas that would be disturbed as part of project construction. Similarly, the majority of wildlife species granted special status under CEQA are not expected to occur within or in areas immediately approximate to the project corridors. However, the project would require the removal of two trees. If completed during the nesting season, nesting migratory birds and raptors protected under the federal Migratory Bird Treaty Act (which prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior) could potentially be impacted. Additionally, special-status bat species roosting in trees proposed for removal could be impacted. To ensure potential impacts to nesting migratory birds and raptors and special-status bat species do not occur, the following avoidance and minimization measures would be required by AC Transit as part of project conditions of approval:

1. Prior to the commencement of ground-disturbing activities or tree removal during the breeding season (February 1-August 31), the project applicant shall retain a qualified biologist to conduct a preconstruction migratory bird and raptor nesting survey within 14 days prior to the foregoing construction activities. The nesting migratory bird survey shall cover the area of the project corridor proposed for improvement and lands within 250 feet of the area, where accessible. A written summary of the survey results shall be submitted for review and approval to the AC Transit Planning Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.

If nesting raptors or other migratory birds are detected in areas proposed for improvements or the 250-foot buffer during the survey, a suitable disturbance-free buffer shall be established around all active nests. The precise dimension of the buffer(s) would be determined at that time by the qualified biologist and may vary depending on factors such as location, species, topography, and line of sight to the construction area. The buffer area(s) shall be enclosed with temporary fencing, and equipment and workers shall not enter the enclosed buffer areas. Typical buffers range between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for raptor nests. If active nests are found within the area proposed for improvement, a qualified biologist shall monitor the nests daily for a minimum of five days during construction to evaluate potential nesting

³ California Natural Diversity Database (CNDDDB). <https://wildlife.ca.gov/Data/CNDDDB> Accessed January 2025

disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. Buffers shall remain in place for the duration of ground-disturbing or tree-removal activities, the breeding season, or until a qualified biologist has confirmed that all chicks have fledged and are independent of their parents, whichever occurs first.

2. Prior to the commencement of construction, a qualified biologist shall conduct a preconstruction survey of suitable habitat for protected bats in areas of the project corridor proposed for construction, at most, 14 days prior to initiation of ground disturbance, including tree trimming and removal. A report summarizing the results of the preconstruction survey shall be submitted for review and approval to the AC Transit Planning Department. If a lapse in construction activity occurs for more than seven consecutive days or if construction activity is phased at the work site, pre-construction bat surveys shall be repeated.

If protected bat species roosts are observed, ground disturbance within 50 feet of the roosts shall be restricted to between August 31 and October 15 and between March 1 and April 15 to avoid hibernation and rearing periods. Removal of potentially suitable bat roost habitat shall occur over a two-day phased process with a qualified biologist present. In addition, if bats or evidence of bat roosting are observed, exclusionary fencing and/or construction activity avoidance limits shall be put in place. Exclusion devices may include features such as one-way exits from roost habitat and shall be installed by a qualified biologist in consultation with the California Department of Fish and Wildlife and shall not occur outside of the date ranges listed above to avoid hibernation or rearing periods.

With respect to riparian habitat, other sensitive natural communities, or state- or federally protected wetlands, the aforementioned habitats do not occur within or along the project corridors and, thus, would not be adversely affected by the project. Several street trees would be trimmed or removed. The cities of Richmond and El Cerrito have tree ordinances that require AC Transit to obtain tree removal permits, prior to commencement of the project.

Based on the above, the project would result in ***no impact*** related to biological resources.

CULTURAL RESOURCES

Would the project:

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

Per the City of Richmond's General Plan, the following cultural resources are located in proximity to the project corridors: Hispano Liquor Store, Carquinez Hotel, Atchison Village, Sociedad Catolica Regional Gudalupan, and Nichol Park (within proximity to Macdonald Avenue) and Fire Station No. 67, Kaiser Permanente Field Hospital, and International Hotel (within proximity to Cutting Boulevard). However, all proposed improvements would be restricted to the existing rights-of way of Macdonald Avenue and Cutting Boulevard, which would also be used for the staging of vehicles and equipment associated with project construction. Therefore, project improvements would not have the potential to result in a substantial adverse change to the significance of any known historic resources.

With respect to protected archaeological resources and human remains, the project would require minor excavation of asphalt and previously disturbed soils within established segments of the roadways. New excavations in the existing rights-of-way would be similar in depth to those that were completed as part of buildout of the existing roadways and would be unlikely to encounter unknown archaeological resources. Additionally, the project would be designed to avoid potential impacts to existing underground utilities. Although not anticipated, to provide a conservative analysis, the project could potentially require modifications to existing stormwater infrastructure at two to three locations. However, such improvements, if necessary, would require excavations in previously disturbed areas at maximum depths of only five to six feet. Due to the built-out nature of the project corridors, such depths would be unlikely to inadvertently encounter unknown archaeological resources, including human remains. Thus, the project is not anticipated to result in a substantial adverse effect to unknown subsurface resources.

Based on the above, the project would result in **no impact** related to cultural resources.

ENERGY

Would the project:

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

Construction of the project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and material-delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators could be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, only portions of the project corridors would be disturbed at a time, with operation of construction equipment occurring at different locations along the project corridors, rather than aggregated at a single location. In addition, all construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would, therefore, help to improve fuel efficiency for equipment used in construction of the project. In addition, technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction. Thus, the temporary increase in energy use occurring during construction of the project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

During project operation, any increases in energy consumption above existing levels would be negligible, as the project would not add services along the project corridors and new energy demand would be necessary only as part of lighting at bus shelters.

Based on the above, the project would result in ***no impact*** related to energy.

GEOLOGY AND SOILS

Would the project:

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

The known faults in the region do not underlie the project corridors. For example, the Hayward Fault lies to the east, in a roughly north-south configuration, along the East Bay Hills. The eastern portion of the Macdonald Avenue corridor is located approximately 1.05 miles west of the Hayward fault. The eastern portion of the Cutting Boulevard portion of the Project in El Cerrito is 1.15 miles west of the Hayward Fault.

Although the project corridors are identified by the California Geological Survey (CGS) as being within a CGS Liquefaction Zone and could experience ground shaking during an earthquake, the project consists only of improvements to the existing Macdonald Avenue and Cutting Boulevard rights-of-way, with all improvements consistent with the existing transit features already present along the roadways (e.g., bus shelters, bus stops, benches, signs, traffic signals, sidewalks). The proposed improvements would also be constructed in conformance with all applicable engineering standards for seismic safety and geologic conditions. Thus, the project would not introduce new structures that could result in a substantial risk of loss, injury, or death due to unstable geologic conditions beyond existing conditions. The project is also not anticipated to be vulnerable to risks associated with seismic-related ground failure or unstable soils conditions, including landslides, lateral spreading, subsidence, liquefaction, collapse, or expansive soils.

With respect to soil erosion or the loss of topsoil, ground-disturbing activities would primarily occur within currently paved areas, which would reduce the potential for erosion and loss of topsoil. Project construction activities would be required to comply with applicable regulations and standards, including Richmond Municipal Code Chapter 12.22, which contains the City's stormwater management and discharge control regulations. Richmond Municipal Code Section 12.22.090 requires all construction activities to conform with the applicable requirements of the California Stormwater Quality Association (CASQA) Stormwater Best Management Practices Handbooks for Construction Activities and New Development and Redevelopment, the Association of Bay Area Governments (ABAG) Manual of Standards for Erosion and Sediment Control Measures, and the City's Grading and Erosion Control Ordinance. Compliance with the foregoing standards would ensure appropriate best-management practices (BMPs) are implemented during project construction to prevent erosion and loss of topsoil. Prior to project operation, the majority of disturbed areas would be repaved, with soils in the remaining areas (for new tree plantings) secured by new vegetation.

No septic tanks or alternative wastewater systems are proposed. Additionally, as discussed further in the Cultural Resources section of this Environmental Checklist, new excavations in the existing rights-of-way would be similar in depth to those that were completed as part of buildout of the existing roadways. Thus, the project is not anticipated to have potential of encountering unknown paleontological resources, as such resources would have already been removed or disturbed as part of construction of the existing project corridors.

Based on the above, the project would result in **no impact** related to geology or soils.

GREENHOUSE GAS EMISSIONS

Would the project:

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

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the cities of Richmond and El Cerrito, nor BAAQMD, have an adopted threshold of significance for construction-related GHG emissions that requires quantification.

With respect to project operation, as discussed in the Air Quality section of this Environmental Checklist, the project would not increase bus services along the Macdonald Avenue and Cutting Boulevard corridors. During project operation, the proposed signal improvements would enhance the efficiency of AC Transit Lines along Macdonald Avenue and Cutting Boulevard. Increases in transit ridership generated through the incentive of more-efficient AC Transit and Golden Gate Transit services would reduce trips associated with personal automobiles, thereby reducing vehicle miles traveled and associated GHG emissions. Similarly, through improved signal timing, AC Transit and Golden Gate Transit buses would reduce idling, which would additionally result in reduced vehicle miles traveled and GHG emissions. Therefore, project operation would not increase GHG emissions and would be consistent with the plans and policies of the BAAQMD. The foregoing project attributes would also be consistent with AC Transit's strategy to maximize operational benefit and efficiency and achieve MTC's Transit Sustainability Project performance metrics.

Based on the above, the project would result in **no impact** related to GHG emissions.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Projects that involve the routine transport, use, or disposal of hazardous materials are typically industrial in nature. The project would not be industrial in nature, as the project includes only improvements to the existing Macdonald Avenue and Cutting Boulevard corridors to enhance the provision of AC Transit services and would not include any activities that would involve the routine transport, use, disposal, or generation of substantial amounts of hazardous materials.

Construction activities associated with the project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. The project contractor is required to comply with all applicable provisions of the California Health and Safety Code and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),⁴ the handler or an employee, authorized representative, agent, or designee of a handler, must, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Contra Costa County Hazardous Materials Division) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler must provide all state, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the project, the contractor is required to notify the Contra Costa County Hazardous Materials Division in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

With respect to potential significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions, the project would require new excavations only in the existing rights-of-way. The vast majority of such areas proposed for disturbance are currently paved and, thus, have largely shielded underlying soils from illicit discharges of contaminants. The project would also be designed to avoid potential impacts to existing underground utilities. Although not anticipated, to provide a conservative analysis, the project could potentially require modifications to existing stormwater infrastructure at two to three locations. However, such improvements, if necessary, would require excavations in previously disturbed areas at maximum depths of only five to six feet. Due to the built-out nature of the project corridors, such depths would be unlikely to include sites of potential environmental concern.

Several schools are located along the project corridors, including, but not limited to, DeJean Middle School at 3400 Macdonald Avenue and John F. Kennedy High School at 4300 Cutting Boulevard. Thus, the project would be located within 0.25 miles of an existing or proposed school. However, as discussed above, the project would be subject to applicable regulations that govern the handling of hazardous materials during project construction, including applicable sections of the California Health and Safety Code. Additionally, as discussed in the Energy section of this Environmental Checklist, all construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Thus, through compliance with applicable

⁴ Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

regulations, the project would not emit hazardous emissions or result in potential impacts related to the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

The California Environmental Protection Agency has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (LUST) sites identified in the State Water Resources Control Board's (SWRCB) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. According to the DTSC's EnviroStor database, two State Response sites are located within 367 feet of the project corridors.⁵ Additionally, the SWRCB's GeoTracker database identifies two LUST Cleanup Sites along Cutting Boulevard.⁶ However, the foregoing sites are outside of the project footprint and are unlikely to expose construction workers to soil contaminants due to the shallow depth of excavation required to implement the project improvements.

The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, as, according to the California Department of Forestry and Fire Protection (CAL FIRE), the project corridors are not within a State Responsibility Area (SRA) Very High or High Fire Hazard Severity Area.⁷ Additionally, as the project would not include new structures outside of bus shelters and minor improvements to bus stops, the project would not result in the generation of new residents that could be exposed to wildfire hazards.

Project construction and operation would not interfere with implementation of municipal emergency response plans and evacuation plans, as the proposed improvements would not permanently alter access along the Macdonald Avenue and Cutting Boulevard corridors and would improve efficiency of AC Transit services.

Based on the above, the project would result in **no impact** related to hazards and hazardous materials.

⁵ Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/> Accessed February 2025.

⁶ State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/> Accessed February 2025.

⁷ California Department of Forestry and Fire Protection. <https://www.fire.ca.gov/Home/What-We-Do/Fire-Resource-Assessment-Program/GIS-Mapping-and-Data-Analytics> Accessed February 2025.

HYDROLOGY AND WATER QUALITY

Would the project:

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

The project would not alter or create any new direct connections to a surface water body and would be implemented within a heavily disturbed area that is primarily comprised of existing impervious surfaces, and any new impervious surfaces would be minor, as only a small number of tree wells would be filled. The project contractor would be responsible for securing coverage under the National Pollutant Discharge Elimination

System and developing a Storm Water Pollution Prevention Plan to control for runoff during project construction. The project would also be required to comply with the applicable provisions of Richmond Municipal Code Chapter 12.22, which contains the City's regulations related to stormwater management and discharge control. Richmond Municipal Code Section 12.22.090 requires all construction activities to conform with the applicable requirements of the CASQA Stormwater Best Management Practices Handbooks for Construction Activities and New Development and Redevelopment, the ABAG Manual of Standards for Erosion and Sediment Control Measures, and the City's Grading and Erosion Control Ordinance. Compliance with the foregoing standards would ensure appropriate BMPs are implemented during project construction to prevent illicit discharges to receiving waters. During project operation, impervious surfaces within the project corridors would be substantially similar to those under existing conditions, and runoff would be conveyed and discharged by way of the City's public storm drain system along Macdonald Avenue and Cutting Boulevard, similar to existing conditions. Thus, the project would not violate any water quality standards, waste discharge requirements, or otherwise substantially degrade water quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge; conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; or 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 that would result in potential impacts.

Based on the Federal Emergency Management Agency's National Flood Hazard Layer Viewer, the Macdonald Avenue and Cutting Boulevard project corridors are not within or adjacent to the 100-year floodplain.⁸ Additionally, the project does not include construction of habitable structures and would only include improvements to enhance the efficiency of AC Transit's existing service, while not increasing AC Transit's service. Thus, the project would not risk release pollutants due to project inundation within flood hazard, tsunami, or seiche zones.

Based on the above, the project would result in **no impact** related to hydrology and water quality.

⁸ Federal Emergency Management Agency. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd> Accessed January 2025.

LAND USE AND PLANNING

Would the project:

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

The project would not change any land uses along the Macdonald Avenue and Cutting Boulevard corridors, as the proposed improvements, which would be confined to the public rights-of-way, would include signal improvements, new bus shelters, new bus bulbs, bus stop relocations, sidewalk repairs, curb and ramp enhancements to comply with applicable standards, red curb extensions, and/or relocation of bus stop signs. The minor physical nature of these improvements would not have the potential to physically divide an established community, nor would they introduce new uses or change existing land uses. The proposed improvements are also consistent with the applicable land use plans for the cities of Richmond or El Cerrito.

Based on the above, the project would result in **no impact** related to land use or planning.

MINERAL RESOURCES

Would the project:

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

The project would not result in a loss of known mineral resources or the availability of a locally important mineral resource recovery site, as the proposed improvements would be implemented entirely within the confines of the existing public rights-of-way, which do not contain mineral resources.

Based on the above, the project would result in **no impact** related to mineral resources.

NOISE

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Some land uses are considered more sensitive to noise than others and, thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The closest sensitive receptors are Nevin Park, Nicholl Park, Dejean Middle School, Martin Luther King, Jr. Park, John F. Kennedy Park, and John F. Kennedy High School, which are located along the Macdonald Avenue or Cutting Boulevard project corridors.

Project construction would result in temporarily increased noise levels; however, construction activities would be relatively short-term in comparison to the design life of the project components. Additionally, pursuant to Richmond Municipal Code Section 15.04.605.060, construction activities are exempted from the city's noise regulations, provided that they occur from 7:00 AM to 6:00 PM on weekdays. Pursuant to El Cerrito Municipal Code Section 16.02.060, construction activities are exempted from the City's noise regulations, provided that they occur from 7:00 AM to 6:00 PM on weekdays. Given that the project would be required to comply with all applicable Richmond and El Cerrito regulations to prevent excessive noise and given the temporary nature of the construction period, potential noise adverse effects related to project construction would not occur.

During project construction, heavy equipment would be used for excavation, paving, and installation of improvements, which would generate localized vibration in the immediate vicinity of construction. However, project construction would not involve the use of pile-driving equipment. Thus, project construction is not anticipated to expose

existing structures to substantial levels of groundborne vibration, and potential impacts would not occur. Project operations would not increase AC Transit services along the Macdonald Avenue and Cutting Boulevard corridors and, therefore, would not result in any change to the existing noise and ground-borne-vibration environment. Thus, project operation would not result in a permanent increase in ambient noise levels or vibration levels.

The project is not within two miles of a public airport or public use airport and would not expose people residing or working in the project area to excessive noise levels.

Based on the above, the project would result in ***no impact*** related to noise.

POPULATION AND HOUSING

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

With the exception of several new bus shelters and minor bus stop improvements along the Macdonald Avenue and Cutting Boulevard corridors, the project does not include development of new structures and, thus, would not directly induce population growth. The project would not increase AC Transit services along the project corridors; therefore, the project would also not indirectly induce population growth.

Furthermore, the proposed improvements, which would primarily consist of signal improvements, new bus shelters, new bus bulbs, bus stop relocations, sidewalk repairs, curb and ramp enhancements to comply with applicable standards, red curb extensions, and/or relocation of bus stop signs, would be restricted to the Macdonald Avenue and Cutting Boulevard rights-of-way and would not involve acquisitions of off-site properties. Therefore, the project would not displace substantial numbers of existing people or housing.

Based on the above, the project would result in ***no impact*** related to population and housing.

PUBLIC SERVICES

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 following public services:

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

With the exception of several new bus shelters and minor bus stop improvements along the Macdonald Avenue and Cutting Boulevard corridors, the project does not include development of new structures and, thus, would not directly induce population growth. The project would not increase AC Transit services along the project corridors; therefore, the project would also not indirectly induce population growth. Therefore, the project would not have potential to affect service levels of fire protection, police protection, school, park, or other public facility providers, necessitating expanded or new facilities, the construction of which could cause adverse environmental effects.

Based on the above, the project would result in **no impact** related to public services.

RECREATION

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

With the exception of several new bus shelters and minor bus stop improvements along the Macdonald Avenue and Cutting Boulevard corridors, the project does not include development of new structures and, thus, would not directly induce population growth. The project would not increase AC Transit services along the project corridors; therefore, the project would also not indirectly induce population growth. Therefore, the project would not have potential to increase the use of existing parks. Additionally, the project includes only improvements to enhance the efficiency of AC Transit services along the project corridors and does not include construction or expansion of recreational facilities.

Based on the above, the project would result in ***no impact*** related to recreation.

TRANSPORTATION

Would the project:

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

The project is consistent with the *2014 Contra Costa Countywide Transportation Plan*, because the project would enhance efficiency along the Macdonald Avenue and Cutting Boulevard corridors through improvements to signal timing and improved passenger amenities along the roadways that more effectively comply with adopted regulations and standards. Similarly, the project is consistent with the West Contra Costa Transportation Commission’s *2024 Richmond Parkway Transportation Plan*, which recommends priority strategies to equitably address key transportation challenges along the Richmond Parkway corridor, including safety, access, public health, and maintenance, as well as the MTC’s *2020 Richmond Area Community-Based Transportation Plan*, which addresses transportation challenges in low-income Communities of Concern (CoC) across areas of Richmond, San Pablo, El Cerrito, and unincorporated Contra Costa County.

Because the project would not increase AC Transit services along the project corridors, nor include the construction of new structures (aside from several new bus shelters), the project would not generate new vehicle trips, and VMT is anticipated to decline relative to existing levels, as a result of the project.

Roadway dimensions would not change as a result of this project, and the only project modifications to vehicle lanes along Macdonald Avenue and Cutting Boulevard would be the introduction of bus bulbs, which would enhance safety along the project corridors, as buses would no longer require leaving travel lanes during passenger boarding/exiting. Thus, the project would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access during project operation. Although project construction could have potential to disrupt traffic patterns or introduce short-term safety hazards, AC Transit would condition the project to include the following measures as part of project approval:

1. Prior to the commencement of construction activities, the project applicant shall ensure that a Traffic Management and Safety Plan is prepared and included as part of the project improvement plans. The Traffic Management and Safety Plan shall be submitted for review and approval to the city of Richmond Public Works Department. The Traffic Management and Safety Plan shall include, but not necessarily be limited to, items such as the following:
 - i. Guidance on the number and size of trucks per day entering and leaving areas along the project corridor proposed for improvements as part of the project;
 - ii. Identification of arrival/departure times that would minimize truck impacts;
 - iii. Approved truck circulation patterns;
 - iv. Locations of staging areas;
 - v. Locations of employee parking and methods to encourage carpooling and use of alternative transportation;
 - vi. Methods for partial street lane closures (e.g., timing, signage, location, and duration restrictions);
 - vii. Criteria for use of flaggers and other traffic controls;
 - viii. Preservation of safe and convenient passage for bicyclists and pedestrians through/around construction areas;
 - ix. Preservation of emergency vehicle access;
 - x. Coordination of construction activities with construction of other projects that occur concurrently along and in the vicinity of the project corridor to minimize potential additive construction traffic disruptions, avoid duplicative efforts (e.g., multiple occurrences of similar signage), and maximize effectiveness of traffic mitigation measures (e.g., joint employee alternative transportation programs);
 - xi. Maintenance of street lanes to ensure streets are clear of debris (e.g., rocks) that could otherwise impede travel and impact public safety;
 - xii. Removing traffic obstructions during emergency evacuation events; and
 - xiii. Providing a point of contact for Richmond residents and guests to obtain construction information, have questions answered, and convey complaints.

Based on the above, the project would result in **no impact** related to transportation.

TRIBAL CULTURAL RESOURCES

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

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

All proposed improvements would be restricted to the existing rights-of way of Macdonald Avenue and Cutting Boulevard, which does not contain known tribal cultural resources. With respect to the potential occurrence of subsurface tribal cultural resources, as discussed in the Cultural Resources section of this Environmental Checklist, the project would require minor excavation of asphalt and previously disturbed soils within established segments of the roadways. Although not anticipated, to provide a conservative analysis, the project could potentially require modifications to existing stormwater infrastructure at two to three locations. However, such improvements, if necessary, would require excavations in previously disturbed areas at maximum depths of only five to six feet. Due to the built-out nature of the project corridors, such depths would be unlikely to inadvertently encounter unknown archaeological resources, including tribal cultural resources. Thus, the project is not anticipated to have potential of encountering unknown, subsurface tribal cultural resources, as such resources would have already been removed or disturbed as part of construction of the existing project corridors.

Based on the above, the project would result in **no impact** related to tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Would the project:

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

The project would not require or result in the relocation, expansion of new or expanded water, wastewater, stormwater, electric power, natural gas, or telecommunication facilities. Although ground disturbances would occur as part of project implementation, such activities would be located outside of the portion of the rights-of-way that contain underground utility lines.

The only structures developed as part of the project would be bus shelters and minor bus stop improvements, which would not have the potential to increase wastewater generation or water consumption above existing levels during project operation, and any water necessary as part of construction would be negligible.

Similarly, because the only structures included as part of the project are bus shelters and minor bus stop improvements, the project would not increase solid waste generation during project operation. With respect to disposal of construction debris and spoil, the California Green Building Standards Code, otherwise known as the CALGreen Code, requires at least 65 percent diversion of construction waste for projects permitted

after January 1, 2017. Thus, construction of the project would not result in impacts related to solid waste generation.

Based on the above, the project would result in ***no impact*** related to utilities and service systems.

WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

The project is not located in a SRA Very High FHSZ, does not include any structures outside of new bus shelters and minor bus stop improvements, and would be confined to the existing rights-of-way of Macdonald Avenue and Cutting Boulevard. Upon completion of construction activities, the improved Macdonald Avenue and Cutting Boulevard corridors would be largely similar to existing conditions.

Based on the above, the project would result in **no impact** related to wildfires.

MANDATORY FINDINGS OF SIGNIFICANCE

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

As demonstrated throughout this Environmental Checklist, the project would result in no impact related to all environmental issue areas required for analysis under CEQA. Thus, the project does not have the potential to degrade the quality of the environment or reduce any habitat, or eliminate important examples of the major periods of California history or prehistory. Additionally, the project would not have potential to contribute to any impacts considered cumulatively considerable. Finally, as discussed in the Air Quality and Hazards and Hazardous Materials sections of this Environmental Checklist, the project would comply with applicable regulations and standards, including the BAAQMD BCMMs and California Health and Safety Code, respectively. Additionally, areas proposed for disturbance within the project corridors do not include hazardous materials sites identified by lists prepared pursuant to Government Code Section 65962.5. Thus, the project would not have environmental effects that cause substantial adverse effects on human beings.

Based on the above, the project would result in **no impact** related to mandatory findings of significance.

Attachment 1 – Bus Stop Improvements

Macdonald Avenue Bus Stop Improvements

Bus Stops (Bus Stop ID)	Direction	Impacted Lines	Proposed Changes	Net Impact to Parking Spaces
Macdonald Avenue & Richmond Parkway (53835)	EASTBOUND	Lines 72M, 607, 681	Remove bus stop as part of bus stop spacing optimization.	3 added
Macdonald Avenue & Curry Street (57533)	EASTBOUND	Lines 72M, 607, 681	Repair the sidewalk, upgrade one curb ramp and fill in the landscape strip with concrete for safety	1 removed
Macdonald Avenue & Curry (51230)	WESTBOUND	Line 72M	Relocate the bus stop past the intersection, construct two new curb ramps, repair the sidewalk, plant a new tree and fill in the landscape strip with concrete for safety.	5 removed
Macdonald Avenue & 1st Street (57654)	EASTBOUND	Lines 72M, 607, 681	Relocate the bus stop to 2nd Street immediately before the intersection, upgrade the curb ramp, install a bus shelter and construct a bus bulb.	1 removed
Macdonald Avenue & 1st Street (55794)	WESTBOUND	Lines 72M, 681	Relocate the bus stop to 2nd Street immediately before the intersection.	4 removed
Macdonald Avenue & 4 th Street (50892)	EASTBOUND	Lines 72M, 607, 681	Repair the sidewalk, relocate an existing sign, install a bus shelter, repaint the faded curb and fill the empty tree well with concrete for safety.	0
Macdonald Avenue & 4 th Street (58250)	WESTBOUND	Lines 72M, 681	Repair the sidewalk and extend the red curb to allow bus to pull into the bus stop.	1 removed
Macdonald Avenue & 7th Street (55488)	EASTBOUND	Lines 72M, 76, 376, 607, 667, 681	Relocate the bus stop to 8th Street immediately past the intersection, expand the sidewalk to accommodate a bus shelter.	0
Macdonald Avenue & 7th Street (54552)	WESTBOUND	Lines 72M, 76, 376, 607, 667, 681	Relocate the bus stop to 8th Street immediately past the intersection, expand/straighten the sidewalk to allow buses to stop and install a bus shelter.	3 removed
Macdonald Avenue & 20th Street (53183)	EASTBOUND	Lines 71, 72M, 74, 376, 667, 676, 684, 800	Upgrade one curb ramp.	0
Macdonald Avenue & 21st Street (55118)	WESTBOUND	Lines 71, 72M, 74, 376, 667, 676, 684, 800	Relocate the bus stop to 21st Street immediately past the intersection.	1 added
Macdonald Avenue & 23rd Street (54644)	WESTBOUND	Lines 71, 72M, 74, 376, 667, 800	Relocate the bus stop to 22nd Street before the intersection, upgrade the curb ramp and construct a bus bulb.	4 removed
Macdonald Avenue & 23rd Street (55845)	EASTBOUND	Lines 72M, 667, 800	Upgrade two curb ramps, install a bus shelter and construct a bus bulb.	0
Macdonald Avenue & 25th Street (52055)	EASTBOUND	Lines 72M, 667, 800	Relocate the bus stop past the intersection, repair the sidewalk, close the western driveway, install a bus bench and upgrade one curb ramp.	1 removed
Macdonald Avenue & 25th Street (59411)	WESTBOUND	Lines 72M, 667, 800	Relocate the bus stop past the intersection, upgrade the curb ramp and repair the sidewalk.	4 removed
Macdonald Avenue & 27th Street (55154)	EASTBOUND	Lines 72M, 667, 800	Repair the sidewalk.	1 removed
Macdonald Avenue & Civic Center Plaza (50866)	WESTBOUND	Lines 72M, 667, 800	Relocate the stop to 27th Street immediately before the intersection, construct a bus bulb and upgrade the curb ramp.	0

Bus Stops (Bus Stop ID)	Direction	Impacted Lines	Proposed Changes	Net Impact to Parking Spaces
Macdonald Avenue & 30 th Street (52021)	WESTBOUND	Lines 72M, 667, 800	Relocate the stop to 31st Street past the intersection, repair the sidewalk, construct a bus bulb, upgrade two curb ramps and remove the midblock crosswalk and associated curb ramps.	2 removed
Macdonald Avenue & 31st Street (54504)	EASTBOUND	Lines 72M, 667, 800	Relocate the bus stop past the intersection, remove the southeast curb ramp and construct a southwest curb ramp	3 removed
Macdonald Avenue & Harry Ells Place (53583)	EASTBOUND	Lines 72M, 667, 681, 800	Relocate stop further east to allow bus to pull into the bus stop and install a bus bench.	2 removed
Macdonald Avenue & 33rd Street (53138)	WESTBOUND	Lines 72M, 667, 800	Install a bus shelter and construct a bus bulb	0
Macdonald Avenue & 37th Street (52316)	WESTBOUND	Lines 72M, 667, 800	Construct a bus bulb.	2 removed
Macdonald Avenue & 37th Street (52193)	EASTBOUND	Lines 72M, 667, 800	Construct a bus bulb and install a bus bench.	2 removed
Macdonald Avenue & 39th Street (54514)	EASTBOUND	Lines 72M, 667, 800	Remove bus stop as part of bus spacing optimization.	0
Macdonald Avenue & Wilson Avenue (52032)	WESTBOUND	Lines 72M, 667, 800	Relocate the bus stop past the intersection, install a bus shelter and plant a tree in the tree well.	4 removed
Macdonald Avenue & San Pablo Avenue (58892)	EASTBOUND	Lines 72M, 667, 800	Widen the sidewalk and remove the dead tree from the tree well.	0

Source: STV Inc. 2025

Cutting Boulevard Bus Stop Improvements

Bus Stops (Bus Stop ID)	Direction	Impacted Service	Proposed Changes	Net Impact to Parking Spaces
Cutting Boulevard & S. 11th Street (55123)	EASTBOUND	Lines 76, 580, 580X, 675, 681	Upgrade one curb ramp and install a bus bench	0
Cutting Boulevard & S. Harbour Way (56614)	WESTBOUND	Lines 76, 580, 580X, 675, 681	Upgrade two curb ramps, construct a bus shelter, repair the sidewalk and construct a queue jump lane	2 removed
Cutting Boulevard & Marina Way S. (54848)	EASTBOUND	Lines 76, 580, 580X, 675, 681	Upgrade one curb ramp, extend bus stop to allow bus to pull out of bus stop and repair the existing lighting.	2 removed
Cutting Boulevard & Marina Way S. (52528)	WESTBOUND	Lines 76, 580, 580X, 675, 681	Upgrade one curb ramp, repair the sidewalk, install a bus shelter and fill in the empty tree well with concrete for safety.	0
Cutting Boulevard & S. 17th Street (58578)	EASTBOUND	Lines 76, 675, 681	Relocate the bus stop to S. 16th Street immediately past the intersection and fill the landscape strip with concrete for safety.	0
Cutting Boulevard & S. 17th Street (55714)	WESTBOUND	Lines 76, 675, 681	Relocate the bus stop to S. 17th Street immediately past the intersection and fill in the landscape strip with concrete for safety.	0
Cutting Boulevard & S. 20th Street (51995)	EASTBOUND	Lines 76, 675, 681	Extend the bus stop and fill in the landscape strip with concrete for safety.	2 removed
Cutting Boulevard & S. 20th Street (51995)	WESTBOUND	Lines 76, 675, 681	Repair the sidewalk.	0
Cutting Boulevard & S. 23rd Street (54456)	EASTBOUND	Lines 76, 376, 580, 580X, 675, 681	Upgrade one curb ramp and install a bus shelter.	0
Cutting Boulevard & S. 23rd Street (55135)	WESTBOUND	Lines 76, 376, 580, 580X, 675, 681	Shift stop east to utilize bus pad, upgrade one curb ramp, install a bus shelter and construct a queue jump lane	1 removed
Cutting Boulevard & S. 26th Street (50565)	WESTBOUND	Lines 76, 376, 675, 681	Relocate the bus stop to S. 26th Street immediately after the intersection and construct one new curb ramp.	2 removed

Bus Stops (Bus Stop ID)	Direction	Impacted Service	Proposed Changes	Net Impact to Parking Spaces
Cutting Boulevard & S. 26th Street (56676)	EASTBOUND	Lines 76, 376, 675, 681	Relocate the bus stop to S. 26th Street immediately past the intersection, construct a bus bulb, repair the sidewalk and install a bus shelter.	0
Cutting Boulevard & Spring Street (56998)	WESTBOUND	Lines 76, 376, 675, 681	Repair the sidewalk, relocate the stop to 30th Street immediately past the intersection and upgrade one curb ramp.	0
Cutting Boulevard & S. 31st Street (51518)	EASTBOUND	Lines 76, 376, 675, 681	Relocate the bus stop to S. 31st Street immediately past the intersection, upgrade one curb ramp and install a bench.	0
Cutting Boulevard & Carlson Boulevard (54574)	WESTBOUND	Lines 76, 376, 580, 580X, 675, 681	Construct a bus bulb, repair the sidewalk, install a bus shelter and narrow the existing driveway.	3 removed
Cutting Boulevard & S. 35th Street (54494)	EASTBOUND	Lines 76, 376, 580, 580X, 675, 681	Relocate the bus stop to S. 35th Street immediately past the intersection, install a bus shelter and repair the sidewalk.	0
Cutting Boulevard & S. 36th Street (53386)	WESTBOUND	Lines 76, 376, 675	Combine with Bus Stop #54244 and move to S. 37th Street immediately past the intersection, install a bus shelter and construct a bus bulb.	0
Cutting Boulevard & S. 37th Street (55383)	EASTBOUND	Lines 76, 376, 675	Construct a bus bulb, fill in the landscape strip with concrete for safety, remove the existing bus bench and replace it with a newer bus bench.	0
Cutting Boulevard & S. 38th Street (54244)	WESTBOUND	Lines 76, 376, 675	Combine with Bus Stop #55383 and move to S. 37th Street immediately past the intersection, install a bus shelter and construct a bus bulb.	0
Cutting Boulevard & S. 41st Street (58989)	WESTBOUND	Lines 76, 376, 580, 580X, 675	Install a bus shelter, repair the sidewalk repair, fill in the empty tree well with concrete for safety and repair existing lighting.	4 removed
Cutting Boulevard & S. 41st Street (58848)	EASTBOUND	Lines 76, 376, 580, 580X, 675	Fill in the landscape strip with concrete for safety and repair the existing lighting.	0

Bus Stops (Bus Stop ID)	Direction	Impacted Service	Proposed Changes	Net Impact to Parking Spaces
Cutting Boulevard & S. 45th Street (54548)	WESTBOUND	Lines 76, 376, 675	Relocate bus stop to S. 45th Street immediately past the intersection, construct a bus shelter, and fill in the boarding area with concrete to create a safe place for passengers to board.	0
Cutting Boulevard & S. 45th Street (55012)	EASTBOUND	Lines 76, 376, 675	Fill in the landscape strip with concrete for safety.	0
Cutting Boulevard & S. 49th Street (50199)	EASTBOUND	Lines 76, 376, 580, 580X, 675	Repair the sidewalk, expand the passenger boarding area and repair the existing lighting.	0
Cutting Boulevard & S. 49th Street (56698)	WESTBOUND	Lines 76, 376, 580, 580X, 675	Repair the sidewalk and expand the passenger boarding area.	0

Source: STV Inc. 2025

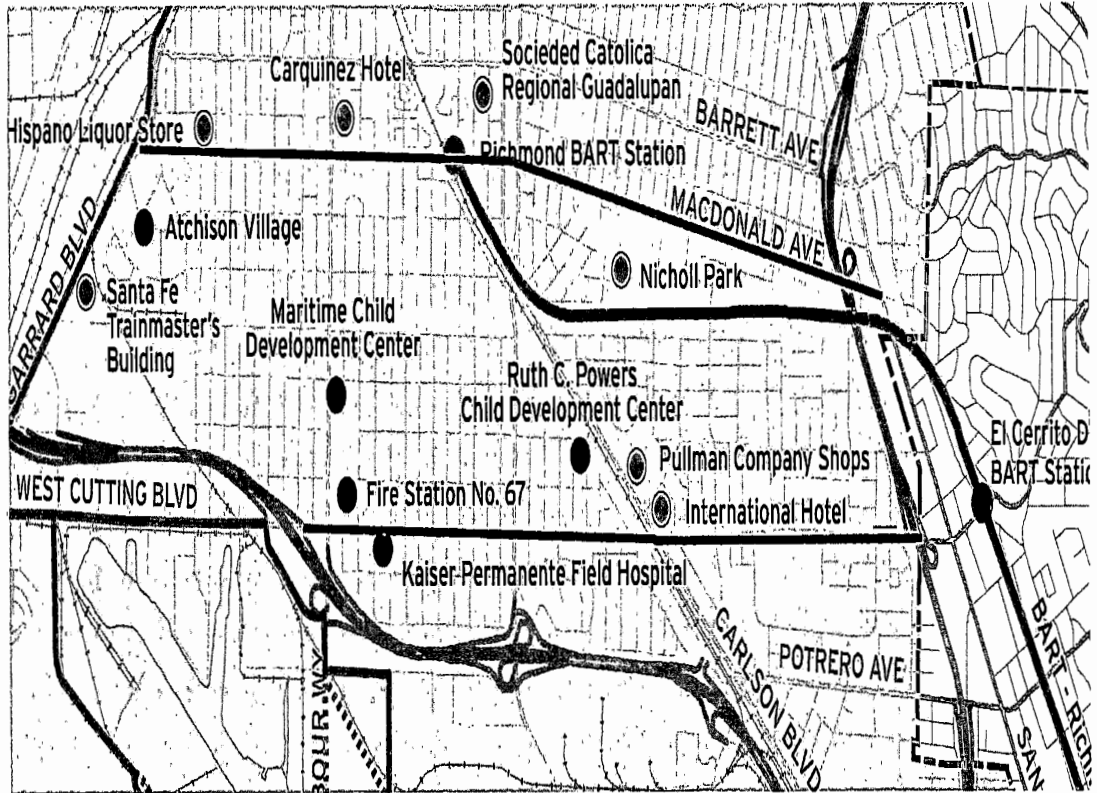
Attachment 2 – Biological Resource Screening Review

Element Type	Scientific Name	Common Name	Element Code	Federal Status	State Status	CDFW Status	CA Rare Plant Rank	Quad Code	Quad Name	Data Status	Taxonomic Sort
Animals - Amphibians	<i>Rana dryophila</i>	California red-legged frog	AAABH0102	Threatened	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Amphibians - Ranidae - <i>Rana dryophila</i>
Animals - Arachnids	<i>Micrarchaea leei</i>	Lees micro-blind harvestman	ILARA47040	None	None			3712283	RICHMOND	Mapped	Animals - Arachnids - Phalangodidae - <i>Micrarchaea leei</i>
Animals - Birds	<i>Accipiter cooperii</i>	Coopers hawk	ABNKC12040	None	None	WL		3712283	RICHMOND	Unprocessed	Animals - Birds - Accipitridae - <i>Accipiter cooperii</i>
Animals - Birds	<i>Aquila chrysaetos</i>	golden eagle	ABNKC22010	None	None	FP WL		3712283	RICHMOND	Unprocessed	Animals - Birds - Accipitridae - <i>Aquila chrysaetos</i>
Animals - Birds	<i>Circus hudsonius</i>	northern harrier	ABNKC11011	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Accipitridae - <i>Circus hudsonius</i>
Animals - Birds	<i>Elanus leucurus</i>	white-tailed kite	ABNKC0610	None	None	FP		3712283	RICHMOND	Unprocessed	Animals - Birds - Accipitridae - <i>Elanus leucurus</i>
Animals - Birds	<i>Haliaeetus leucoccephalus</i>	bald eagle	ABNKC10010	Delisted	Endangered	FP		3712283	RICHMOND	Unprocessed	Animals - Birds - Accipitridae - <i>Haliaeetus leucoccephalus</i>
Animals - Birds	<i>Ardea alba</i>	great egret	ABNGA040	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Ardeidae - <i>Ardea alba</i>
Animals - Birds	<i>Ardea herodias</i>	great blue heron	ABNGA04010	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Ardeidae - <i>Ardea herodias</i>
Animals - Birds	<i>Egretta thula</i>	snowy egret	ABNGA06030	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Ardeidae - <i>Egretta thula</i>
Animals - Birds	<i>Nycticorax nycticorax</i>	black-crowned night heron	ABNGA11010	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Ardeidae - <i>Nycticorax nycticorax</i>
Animals - Birds	<i>Charadrius nivosus nivosus</i>	western snowy plover	ABNB03031	Threatened	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Charadriidae - <i>Charadrius nivosus nivosus</i>
Animals - Birds	<i>Falco peregrinus anatum</i>	American peregrine falcon	ABNKD0601	Delisted	Delisted			3712283	RICHMOND	Unprocessed	Animals - Birds - Falconidae - <i>Falco peregrinus anatum</i>
Animals - Birds	<i>Spinus lawrencei</i>	Lawrence goldfinch	ABPB06100	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Fringillidae - <i>Spinus lawrencei</i>
Animals - Birds	<i>Xanthocephalus xanthocephalus</i>	yellow-headed blackbird	ABPBX0310	None	None	SSC		3712283	RICHMOND	Mapped	Animals - Birds - Icteriidae - <i>Xanthocephalus xanthocephalus</i>
Animals - Birds	<i>Lanius ludovicianus</i>	loggerhead shrike	ABPBR1000	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Laniidae - <i>Lanius ludovicianus</i>
Animals - Birds	<i>Hydroprogne caspia</i>	Caspian tern	ABNNM08200	None	None			3712283	RICHMOND	Mapped	Animals - Birds - Laniidae - <i>Hydroprogne caspia</i>
Animals - Birds	<i>Larus californicus</i>	California gull	ABNNM03110	None	None	WL		3712283	RICHMOND	Unprocessed	Animals - Birds - Laridae - <i>Larus californicus</i>
Animals - Birds	<i>Sterna antillarum browni</i>	California least tern	ABNNM09103	Endangered	Endangered	FP		3712283	RICHMOND	Unprocessed	Animals - Birds - Laridae - <i>Sterna antillarum browni</i>
Animals - Birds	<i>Pandion haliaetus</i>	osprey	ABNKC01010	None	None	WL		3712283	RICHMOND	Unprocessed	Animals - Birds - Pandionidae - <i>Pandion haliaetus</i>
Animals - Birds	<i>Geothlypis trichas sinuata</i>	saltmarsh coniosea yellowthroat	ABPBX1201A	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Parulidae - <i>Geothlypis trichas sinuata</i>
Animals - Birds	<i>Setophaga petechia</i>	yellow warbler	ABPBX03010	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Parulidae - <i>Setophaga petechia</i>
Animals - Birds	<i>Melospiza melodia pusilla</i>	Alameda song sparrow	ABPBX031S	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Passerellidae - <i>Melospiza melodia pusilla</i>
Animals - Birds	<i>Melospiza melodia samuelis</i>	San Pablo song sparrow	ABPBX031W	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Passerellidae - <i>Melospiza melodia samuelis</i>
Animals - Birds	<i>Lateralus jamaicensis columbitor</i>	California black rail	ABNME03041	None	Threatened	FP		3712283	RICHMOND	Unprocessed	Animals - Birds - Rallidae - <i>Lateralus jamaicensis columbitor</i>
Animals - Birds	<i>Rallus obsoletus obsoletus</i>	California Ridgways rail	ABNME05011	Endangered	Endangered	FP		3712283	RICHMOND	Unprocessed	Animals - Birds - Rallidae - <i>Rallus obsoletus obsoletus</i>
Animals - Birds	<i>Numenius americanus</i>	long-billed curlew	ABNNE07070	None	None	WL		3712283	RICHMOND	Unprocessed	Animals - Birds - Scolopacidae - <i>Numenius americanus</i>
Animals - Birds	<i>Asio flammeus</i>	short-eared owl	ABNSB13040	None	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Strigidae - <i>Asio flammeus</i>
Animals - Birds	<i>Athene curuculata</i>	turkey owl	ABNSB10010	None	Endangered	SSC		3712283	RICHMOND	Unprocessed	Animals - Birds - Strigidae - <i>Athene curuculata</i>
Animals - Birds	<i>Selasphorus rufus</i>	rufous hummingbird	ABNJC51020	None	None			3712283	RICHMOND	Unprocessed	Animals - Birds - Trochilidae - <i>Selasphorus rufus</i>
Animals - Fish	<i>Acipenser medirostris pop. 1</i>	green sturgeon - southern DPS	AFCFA0101	Threatened	None	SSC		3712283	RICHMOND	Mapped	Animals - Fish - Acipenseridae - <i>Acipenser medirostris pop. 1</i>
Animals - Fish	<i>Archoplites intemplus</i>	Sacramento perch	AFCQB07010	None	None	SSC		3712283	RICHMOND	Mapped	Animals - Fish - Centrarchidae - <i>Archoplites intemplus</i>
Animals - Fish	<i>Siphonotus thaleichthys pop. 2</i>	longfin steelhead - San Francisco Bay/Delta DPS	AFCBH03040	Endangered	Threatened			3712283	RICHMOND	Mapped	Animals - Fish - Salmonidae - <i>Siphonotus thaleichthys pop. 2</i>
Animals - Fish	<i>Oncorhynchus mykiss irideus pop. 8</i>	steelhead - central California coast DPS	AFCFA0206G	Threatened	None	SSC		3712283	RICHMOND	Unprocessed	Animals - Fish - Salmonidae - <i>Oncorhynchus mykiss irideus pop. 8</i>
Animals - Insects	<i>Bombus caliginosus</i>	obscure bumble bee	IHYM24380	None	None	Candidate		3712283	RICHMOND	Unprocessed	Animals - Insects - Apidae - <i>Bombus caliginosus</i>
Animals - Insects	<i>Bombus crotchii</i>	Crotch's bumble bee	IHYM24480	None	Endangered	Candidate		3712283	RICHMOND	Mapped	Animals - Insects - Apidae - <i>Bombus crotchii</i>
Animals - Insects	<i>Bombus occidentalis</i>	western bumble bee	IHYM24632	None	Endangered			3712283	RICHMOND	Unprocessed	Animals - Insects - Apidae - <i>Bombus occidentalis</i>
Animals - Insects	<i>Danaus plexippus plexippus pop. 1</i>	monarch - California overwintering population	IILEPP012	Threatened	None			3712283	RICHMOND	Unprocessed	Animals - Insects - Nymphalidae - <i>Danaus plexippus plexippus pop. 1</i>

Animals - Mammals	<i>Microtus californicus californicus</i>	San Pablo vole	AMAFF11034	None	None	SSC	3712283	RICHMOND	Mapped and Unprocessed	Animals - Mammals - Cricetidae - <i>Microtus californicus californicus</i>
Animals - Mammals	<i>Neotoma fuscipes annectens</i>	San Francisco dusky-footed woodrat	AMAFF08082	None	None	SSC	3712283	RICHMOND	Unprocessed	Animals - Mammals - Cricetidae - <i>Neotoma fuscipes annectens</i>
Animals - Mammals	<i>Reithrodontomys raviventris</i>	salt marsh harvest mouse	AMAFF02040	Endangered	Endangered	FP	3712283	RICHMOND	Mapped and Unprocessed	Animals - Mammals - Cricetidae - <i>Reithrodontomys raviventris</i>
Animals - Mammals	<i>Nyctinomops macrotis</i>	big free-tailed bat	AMACD04020	None	None	SSC	3712283	RICHMOND	Mapped	Animals - Mammals - Molossidae - <i>Nyctinomops macrotis</i>
Animals - Mammals	<i>Ethyaia juris netais</i>	southern sea piglet	AMAF09012	Threatened	None	FP	3712283	RICHMOND	Unprocessed	Animals - Mammals - Mustelidae - <i>Ethyaia juris netais</i>
Animals - Mammals	<i>Taxidea taxus</i>	American badger	AMAJF04010	None	None	SSC	3712283	RICHMOND	Unprocessed	Animals - Mammals - Mustelidae - <i>Taxidea taxus</i>
Animals - Mammals	<i>Sorex vagrans halicetes</i>	salt marsh woodring shrew	AMABA01071	None	None	SSC	3712283	RICHMOND	Mapped	Animals - Mammals - Soricidae - <i>Sorex vagrans halicetes</i>
Animals - Mammals	<i>Antrozous pallidus</i>	pallid bat	AMACC01010	None	None	SSC	3712283	RICHMOND	Mapped	Animals - Mammals - Vespertilionidae - <i>Antrozous pallidus</i>
Animals - Mammals	<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	AMACC08010	None	None	SSC	3712283	RICHMOND	Mapped	Animals - Mammals - Vespertilionidae - <i>Corynorhinus townsendii</i>
Animals - Mammals	<i>Lasiorycteris nudivagans</i>	silver-haired bat	AMACC02010	None	None	SSC	3712283	RICHMOND	Mapped	Animals - Mammals - Vespertilionidae - <i>Lasiorycteris nudivagans</i>
Animals - Mammals	<i>Lasiurus cinereus</i>	hoary bat	AMACC05032	None	None	SSC	3712283	RICHMOND	Mapped and Unprocessed	Animals - Mammals - Vespertilionidae - <i>Lasiurus cinereus</i>
Animals - Mammals	<i>Lasiurus frantzii</i>	western red bat	AMACC05080	None	None	SSC	3712283	RICHMOND	Unprocessed	Animals - Mammals - Vespertilionidae - <i>Lasiurus frantzii</i>
Animals - Mollusks	<i>Helminthoglypta tickliniana</i>	bridges	MGASC2282	None	None	None	3712283	RICHMOND	Mapped	Animals - Mollusks - Helminthoglyptidae - <i>Helminthoglypta tickliniana</i>
Animals - Reptiles	<i>Masticophis lateralis euryxanthus</i>	Alameda whipsnake	ARAB021031	Threatened	Threatened	Proposed	3712283	RICHMOND	Unprocessed	Animals - Reptiles - Colubridae - <i>Masticophis lateralis euryxanthus</i>
Animals - Reptiles	<i>Achtherys mamorata</i>	portwesslan pond turtle	ARAB02031	Threatened	None	SSC	3712283	RICHMOND	Unprocessed	Animals - Reptiles - Emydidae - <i>Achtherys mamorata</i>
Animals - Reptiles	<i>Phrynosoma blainvillii</i>	coast horned lizard	ARACF12103	None	None	SSC	3712283	RICHMOND	Unprocessed	Animals - Reptiles - Phrynosomatidae - <i>Phrynosoma blainvillii</i>
Community - Terrestrial	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh	CTTSR110CA	None	None	None	3712283	RICHMOND	Mapped	Community - Terrestrial - Northern Coastal Salt Marsh
Community - Terrestrial	Northern Maritime Chaparral	Northern Maritime Chaparral	CTT37C10CA	None	None	None	3712283	RICHMOND	Mapped	Community - Terrestrial - Northern Maritime Chaparral
Community - Terrestrial	Valley Needlegrass Grassland	Valley Needlegrass Grassland	CTT42110CA	None	None	None	3712283	RICHMOND	Mapped	Community - Terrestrial - Valley Needlegrass Grassland
Plants - Vascular	<i>Hellianthella castanea</i>	Diablo hellianthella	PDAST4M020	None	None	1B.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Asteraceae - <i>Hellianthella castanea</i>
Plants - Vascular	<i>Holcogonopoda macdonaldii</i>	Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	1B.1	3712283	RICHMOND	Mapped	Plants - Vascular - Asteraceae - <i>Holcogonopoda macdonaldii</i>
Plants - Vascular	<i>Symphoricarpon lentum</i>	Suisun Marsh aster	PDASTE6470	None	None	1B.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Asteraceae - <i>Symphoricarpon lentum</i>
Plants - Vascular	<i>Amsinckia laurata</i>	brilliant-flowered birdrock	PDBOR01070	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Boraginaceae - <i>Amsinckia laurata</i>
Plants - Vascular	<i>Spergularia macrotheca</i> var. <i>longistyla</i>	long-styled sand-spurry	PDCARD0682	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Caryophyllaceae - <i>Spergularia macrotheca</i> var. <i>longistyla</i>
Plants - Vascular	<i>Suaeda californica</i>	California seablite	PDCHEP0200	Endangered	None	1B.1	3712283	RICHMOND	Mapped	Plants - Vascular - Chenopodiaceae - <i>Suaeda californica</i>
Plants - Vascular	<i>Calystegia purpurata</i> ssp. <i>saxicola</i>	coastal bluff morning-glory	PDCONW4002	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Convolvulaceae - <i>Calystegia purpurata</i> ssp. <i>saxicola</i>
Plants - Vascular	<i>Acrostaphylos pallida</i>	pallid manzanita	PDBER04110	Threatened	Endangered	1B.1	3712283	RICHMOND	Unprocessed	Plants - Vascular - Ericaceae - <i>Acrostaphylos pallida</i>
Plants - Vascular	<i>Astragalus tener</i> var. <i>tener</i>	alkali milk-vetch	PDFAB0P0R1	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Fabaceae - <i>Astragalus tener</i> var. <i>tener</i>
Plants - Vascular	<i>Horia strobilina</i>	Loma Piñeta hola	PDFAB5Z030	None	None	1B.1	3712283	RICHMOND	Mapped	Plants - Vascular - Fabaceae - <i>Horia strobilina</i>
Plants - Vascular	<i>Trifolium hydrophilum</i>	saline clover	PDFAB40RS	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Fabaceae - <i>Trifolium hydrophilum</i>
Plants - Vascular	<i>Iris longipetala</i>	coast iris	PMR0502E0	None	None	4.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Iridaceae - <i>Iris longipetala</i>
Plants - Vascular	<i>Calochortus umbellatus</i>	Oakland star-lily	PMLLD01E0	None	None	4.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Liliaceae - <i>Calochortus umbellatus</i>
Plants - Vascular	<i>Fritillaria liliacea</i>	fragrant fritillary	PMLLD0V00	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Liliaceae - <i>Fritillaria liliacea</i>
Plants - Vascular	<i>Chloropyton maritimum</i> ssp. <i>palustre</i>	Point Reyes sally birds-beak	PDCSROJ0C3	None	None	1B.2	3712283	RICHMOND	Mapped	Plants - Vascular - Orobanchaceae - <i>Chloropyton maritimum</i> ssp. <i>palustre</i>
Plants - Vascular	<i>Erythraea lechista</i>	cup-shaped monkey-flower	PDCSRI81L0	None	None	4.0	3712283	RICHMOND	Unprocessed	Plants - Vascular - Primulaceae - <i>Erythraea lechista</i>
Plants - Vascular	<i>Leptosiphon aureus</i>	bristly leptosiphon	PDPLM0910	None	None	4.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Polemoniaceae - <i>Leptosiphon aureus</i>
Plants - Vascular	<i>Leptosiphon grandiflorus</i>	large-flowered leptosiphon	PDPLM08K0	None	None	4.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Polemoniaceae - <i>Leptosiphon grandiflorus</i>
Plants - Vascular	<i>Ranunculus tobbii</i>	Lobes aquatic buttercup	PDRANL0L0	None	None	4.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Ranunculaceae - <i>Ranunculus tobbii</i>
Plants - Vascular	<i>Dica occidentalis</i>	western leatherwood	POTHY03010	None	None	1B.2	3712283	RICHMOND	Unprocessed	Plants - Vascular - Thymelaeaceae - <i>Dica occidentalis</i>

Source: California Department of Fish and Wildlife: California Natural Diversity Database (CNDD) <https://wildlife.ca.gov/Data/CNDD> Accessed January 2025

Attachment 3 – Cultural Resource Screening Review



- Officially Recognized National Historical Park Resources
- Officially Recognized Historical Resources
- Cultural Heritage Water Trail*
- Existing Bay Trail Segment
- - - Planned Bay Trail Segment
- BART Alignment and Stations
- *Route alignment is for illustrative purposes only.
- Project Corridors



Source: City of Richmond General Plan (2012)