Summary

INTRODUCTION

The Napa County Transportation Planning Agency (NCTPA) is proposing a Sales Tax Ordinance and accompanying Transportation Improvement Expenditure Plan (proposed transportation improvement expenditure plan) to fund and implement future transportation improvements throughout incorporated and unincorporated Napa County. This environmental impact report (EIR), which analyzes the proposed transportation expenditure plan, has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.) by the Napa Valley Transportation Authority (NVTA). Under CEQA, the NVTA is the lead agency for this project. The NVTA will be created by the Board of Supervisors, at which time it will become the lead agency for the project.

This summary discusses the purpose of the EIR, the project description, the project alternatives, the environmental review process, the environmental impacts and mitigation measures associated with the proposed plan, and the public participation process.

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The NVTA has determined that the proposed transportation improvement expenditure plan may have potentially significant environmental impacts and is requiring the preparation of an EIR, in accordance with the California Environmental Quality Act (CEQA).

The purpose of the EIR is to provide the lead agency, public agencies, and the public in general with information about the environmental effects of implementing the proposed transportation improvement expenditure plan, to examine and institute feasible methods of mitigating adverse environmental impacts should the proposed transportation improvement expenditure plan be approved, and to consider alternatives to the proposed transportation improvement expenditure plan. This EIR has been prepared in conformance with the provisions of CEQA Guidelines as amended.

Scope of This EIR

As lead agency, and based on the Initial Study (IS), the NVTA identified potentially significant impacts that could result from implementation of the proposed transportation improvement expenditure plan (see Appendix A). The NVTA determined that this program EIR evaluate the following environmental resource topics:

- Land Use and Planning
- Visual Quality

- Population and Housing
- Transportation (including emergency response and evacuation)
- Air Quality
- Noise
- Agricultural Resources
- Geology and Seismicity
- Hydrology and Water Quality
- Cultural Resources

Areas of Known Controversy

State CEQA Guidelines Section 15123(b) requires EIRs to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. The NCTPA distributed a Notice of Preparation/IS (NOP/IS) for the proposed tax ordinance and transportation improvement expenditure plan for public review and comment on March 24, 2005 and October 3, 2005. The subsequent NOP/IS was issued to reflect project revisions from a 15-year time frame to a 30-year time frame for the proposed tax ordinance. No written comments were received on either NOP/IS. Opportunities for public participation during the transportation improvement expenditure plan process were provided by the NCTPA.

PROJECT DESCRIPTION

The proposed transportation improvement expenditure plan contains three programs, which encompass different categories of improvements proposed for implementation. These programs include the Jamieson Canyon Corridor Program, the Transportation Demand Management Program, and the Safe Streets and Roads Maintenance and Congestion Relief Program. Each of these programs includes specific projects or improvements that would be implemented under the proposed transportation improvement expenditure plan. The list below includes specific projects that could be included in each of the three programs. These programs further are described in detail in Chapter 2, Project Description.

Jamieson Canyon Corridor Program

- Jamieson Canyon: Widen Jamieson Canyon and introduce safety barriers between State Route (SR) 12 and Interstate (I) 80 to SR 29.
- Airport Exchange: New interchange at SR 12/Airport Boulevard and SR 29.
- Soscol Flyover: Flyover ramp to connect southbound SR 221 to southbound SR 12/29.

Transportation Demand Management Program

- Napa VINE Transit Center
- Fairfield/Suisun to Napa Express Bus Service
- Commuter Trip Reduction Program
- Safe Routes to School Program
- Senior Mobility Program

Safe Streets and Roads Maintenance and Congestion Relief Program

- Local street and road improvements (maintenance, rehabilitation, reconstruction, safety, bicycle, and pedestrian improvements, signal installation and timing, and operational, transit, and congestion relief.
- 20 safety and operational roadway improvements ("star projects") selected by local jurisdictions (see Table 2-1 in Chapter 2, Project Description).

ALTERNATIVES TO THE PROPOSED PROJECT

- The **No Project Alternative** assumes the proposed transportation improvement expenditure plan would not be implemented and no additional funding would be available for the proposed transportation improvements in Napa County. Under this alternative, the SR 12/29 interchange would still be constructed as a separate project.
- The **15-Year Tax Ordinance and Transportation Improvement Expenditure Plan Alternative** assumes a reduced program would be implemented under the transportation improvement expenditure plan and the tax ordinance would be expected to generate approximately $208 million over a 15-year time period.
- The **Transit Program Alternative** assumes the proposed tax ordinance would be implemented over a 20-year time period to generate approximately $300 million, of which $100 million would be allocated to transit-related improvements throughout Napa County, and $200 million would be allocated to the Safe Streets and Road Maintenance and Congestion Relief Program, including the local star projects list.

Environmentally Superior Alternative

A program EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative would be the No Project Alternative as this alternative would avoid all significant impacts associated with the proposed project. In accordance with the CEQA Guidelines, an environmentally superior alternative must also be selected from the remaining alternatives. The 15-Year Tax Ordinance and Transportation Improvement Expenditure Plan Alternative and the Transit Program Alternative would both result in less severe impacts than the proposed project and would reduce some of the existing hazards (unsafe roadways and congestion). Although each alternative would result in slightly different impacts in different locations, given the absence of details on the alternatives, including the physical location and footprint of any proposed facilities, operational plans, or timing, it is not feasible to determine which of the two alternatives would avoid more impacts. Therefore, both the 15-Year Tax Ordinance and Transportation Improvement Expenditure Plan Alternative and the Transit Program Alternative would be considered the environmentally superior alternative.

LEVEL OF ENVIRONMENTAL REVIEW, IMPACT TERMINOLOGY, AND PUBLIC REVIEW PROCESS

Program-Level Analysis and Tiering

Future environmental analyses of individual projects under the proposed transportation improvement expenditure plan may be "tiered" from this program EIR. CEQA Guidelines Section 15152 describes tiering as "using the analysis of general matters contained in a broader program EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later projects." The CEQA Guidelines further state, "Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects…This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues [that need to be considered by decision makers] at each level of environmental review."

The preparation of this program EIR does not relieve the lead agencies of individual projects proposed in the transportation improvement expenditure plan of the responsibility of complying with the requirements of CEQA (and/or the National Environmental Policy Act [NEPA] for projects requiring federal funding or other federal approvals). This program EIR represents the initial tier of environmental review for the projects proposed in the proposed transportation improvement expenditure plan. The appropriate lead agency responsible for reviewing individual projects shall determine the necessary, project-level environmental review needed as individual project details are defined. The agencies may use as a reference the discussion of region-wide impacts in this program EIR as a basis of their assessment of region-wide or cumulative transportation impacts.

Impact Terminology

For each impact, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows:

1. Potentially significant (PS) impacts include those cases where it is not precisely clear whether a significant effect would occur; the analysis in these instances conservatively assesses the worst-case conditions, but the discussion acknowledges that there is uncertainty regarding the extent of the impact.

2. Less-than-significant (LTS) impacts include effects that are noticeable, but do not exceed established or defined thresholds. For example, air pollution caused by an increase in the development and density of population in a project area may be perceptible, but need not exceed acceptable thresholds or standards. Therefore, the effect would be considered less than significant.

3. No Impact (NI) includes situations where there is no adverse effect.

Significance criteria are used to classify an impact into one of the above categories. For each impact identified as being significant (S) or (PS), mitigation measures are identified to reduce the impact to a less-than-significant (LTS) level, to eliminate, or to avoid a negative effect. If the impact significance remains significant even with implementation of the mitigation measure, the impact is deemed significant and unavoidable (SU).

Significant and Unavoidable Impacts

Table S-1 identifies impacts of the proposed transportation improvement expenditure plan components, as well as mitigation measures to reduce those impacts to a less-than-significant level where possible. In most cases, impacts would be less than significant after implementation of mitigation measures. However, the impacts listed below cannot be feasibly mitigated to a less-than-significant level and would remain significant and unavoidable. At the program level of environmental analysis, this conclusion would help focus subsequent environmental review on potentially affected resources. The significant and unavoidable impacts are:

AQ-3. The proposed transportation improvement expenditure plan programs could result in permanent increases in air emissions that could expose sensitive receptors to substantial pollutant concentrations.

NO-1. The proposed transportation improvement expenditure plan programs could result in permanent increases in ambient noise levels that exceed established local noise standards or other applicable standards.

NO-2. The proposed transportation improvement expenditure plan programs could result in short-term increases of ambient noise and groundborne vibration levels.

AG-1 The proposed transportation improvement expenditure plan programs could permanently convert Important Farmlands to non-agricultural use.

AG-3. The proposed transportation improvement expenditure plan programs could conflict with areas zoned or used for agricultural use.

BR-1. The proposed transportation improvement expenditure plan could result in permanent disturbance or loss of special status plant populations.

BR-2. The proposed transportation improvement expenditure plan could result in the introduction or spread of noxious weeds.

BR-3. The proposed transportation improvement expenditure plan could result in permanent disturbance or loss of riparian habitats.

BR-4. The proposed transportation improvement expenditure plan could result in permanent disturbance or loss of Waters of the United States, including wetlands.

BR-5. The proposed transportation improvement expenditure plan could result in permanent disturbance or loss of special status wildlife species and their habitat.

CR-1. The proposed transportation improvement expenditure plan programs could result in the permanent loss of a historic resource.

Public Review Process

A main purpose of CEQA is to establish opportunities for the public to review and comment on projects that may affect the environment. CEQA provides for public participation through:

- Project scoping;
- Publication of a Notice of Preparation and/or Initial Study;
- Public review of environmental documents; and
- Public hearings.

CEQA also requires that a final program EIR include responses to all comments received from the public review of the draft program EIR.

As described earlier, the NCTPA distributed an NOP/IS for public review and comment on March 24, 2005 and October 3, 2005. The subsequent NOP/IS was issued to reflect project revisions from a 15-year time frame to a 30-year time frame for the proposed tax ordinance. The NOP/IS was distributed to identify issues of concern regarding the transportation improvement expenditure plan and to incorporate comments into the analysis for the draft program EIR. No written comments were received on either NOP/IS. Opportunities for public participation during the transportation

improvement expenditure plan process were provided by the NCTPA on June 20, 2005 in Napa, June 21, 2005 in American Canyon, and June 23, 2005 in Calistoga. Four additional meetings were held with the Napa County League of Government Ad-Hoc Transportation Sales Tax Sub-Committee where opportunities for public participation were available. Other opportunities for public participation occur on a monthly basis during the regular meetings of the NCTPA Board of Directors and the NCTPA Technical Advisory Committee.

This draft program EIR will be circulated for a 45-day public review period, from November 20, 2005 to January 3, 2006 to provide agencies and the public with opportunities to comment on the draft program EIR. These comments will be addressed in the final program EIR.

Written comments should be sent to:

John Ponte, Deputy Executive Director
Napa County Transportation Planning Agency
707 Randolph Street, Suite 100
Napa, CA 94559-2912

Table S-1
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
3.2 Land Use and Planning			
LU-1. Implementation of the proposed Jamieson Canyon Corridor and the Safe Streets and Roads Maintenance and Congestion Relief Program would not physically divide an established community.	NI	None required.	NI
LU-2. Implementation of the proposed transportation improvement expenditure plan programs would not conflict with an applicable plan, policy or regulation, or any HCP/NCCP.	NI	None required.	NI
LU-3. Implementation of the proposed Transportation Demand Management and Safe Streets and Roads maintenance and Congestion Relief Programs could physically divide an established community.	PS	*LU-3.1* *Coordinate Land Use Planning, Use Existing Right-of-Ways, Design Roads with Connectivity, or Design Roads with Traffic Calming Measures.* (a) If the a specific project has the potential to divide a planned, but not yet constructed, community, the lead agencies implementing the project shall coordinate land planning with circulation improvements to avoid dividing the community; (b) If a specific project could divide an existing community, the lead agencies implementing the project shall, to the extent feasible, use existing right-of-ways to avoid dividing the community; (c) If a specific project could divide an existing community, the lead agencies implementing the project shall design proposed roads with safe crosswalks to maintain connectivity in the community; or (d) If a specific project could divide an existing community, the lead agencies implementing the project shall design roads with traffic calming measures where feasible to minimize dividing the community.	SU

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
3.3 Visual Quality				
VQ-1. Implementation of the proposed transportation improvement expenditure plan programs would have a potentially significant effect on scenic vistas or the existing visual character or quality of Napa County's visual resources.	PS	*VQ–1.1*	*Implement Tree Replanting, Replacement, and Protection Program.* In the event of permanent removal of scenic resources such as trees, prior to site grading, the lead agencies implementing a specific project shall prepare a tree replacement program based upon a species count and trunk diameter breast height measurement (dbh) of all trees to be removed or otherwise affected by project related activities. Trees that are proposed to remain should be protected by fencing installed outside of their drip line during construction. A qualified botanist should review the site landscape plan, monitor replacement trees during planting, and the following blooming period, and monitor the growth and survival of the newly planted trees for at least five years.	LTS
VQ-2. Implementation of the proposed transportation improvement expenditure plan programs could degrade scenic resources within a State or local scenic highway.	NI	None required.		NI
VQ-3. Implementation of the proposed transportation improvement expenditure plan programs could cause new sources of light and glare.	PS	*VQ-3.1*	*Design Lighting to Meet Minimum Safety and Security Standards or Locally Adopted Design and Placement Standards*. Where lighting is required or proposed, the lead agencies implementing a specific project shall incorporate lighting design specifications to meet minimum safety and security standards or locally adopted design and placement standards. The following measures shall be included in all lighting plans to reduce the impact of introduced light and glare.	LTS

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		▪ Luminaries shall be cutoff-type fixtures that cast low-angle luminescence to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that shine light upward or horizontally shall not be used. ▪ Luminaries shall be directed away from any habitat or open space areas adjacent to the project sites. ▪ Luminaries shall provide accurate color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color-corrected shall not be used. Intensity shall be approximately 10 lux for roadway intersections. ▪ Luminary mountings shall be downcast and pole heights minimized to reduce potential for back scatter into the nighttime sky and incidental spillover light onto adjacent properties and undeveloped open space. Luminary mountings shall be treated with non-glare finishes.	
3.4 Population and Housing			
PH-1. Implementation of the proposed transportation improvement expenditure plan programs would not induce substantial population growth in Napa County, directly, but could induce substantial population growth indirectly.	LTS	None required.	LTS
PH-2. Implementation of the proposed transportation improvement expenditure plan programs could result in the displacement of people or property.	LTS	None required.	LTS

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
3.5 Transportation			
TR-1. Implementation of the proposed transportation improvement expenditure plan programs would not cause an increase in vehicle hours traveled.	NI	None required.	NI
TR-2. Implementation of the proposed transportation improvement expenditure plan programs would not cause an increase in vehicle miles traveled (VMT) at level of service (LOS) E or F.	NI	None required.	NI
TR-3. Implementation of the proposed transportation improvement expenditure plan programs would not cause an increase in vehicle hours traveled (VHT) at level of service (LOS) E or F.	NI	None required.	NI
TR-4. Implementation of the proposed transportation improvement expenditure plan programs would not substantially increase hazards due to a design feature.	LTS	None required.	LTS
TR-5. Implementation of the proposed transportation improvement expenditure plan programs could result in inadequate emergency access.	PS	*TR-5.1* *Develop and Implement Project-Specific Construction Traffic Management Plan*. The lead agencies of a specific project shall prepare and implement a construction phasing plan and traffic management plan that defines how traffic operations would be managed and maintained during each phase of construction for a specific project. The plan shall be developed with the direct participation of local emergency service providers, including but not limited to, local ambulatory, law enforcement, and local fire protection service providers. In addition, the property owners of all businesses adjacent to the construction areas shall be consulted. To the maximum practical extent, the project-specific construction traffic management plan shall: ▪ Detail how access will be maintained to individual businesses where construction activities may interfere	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		with ingress and egress. Any driveway closures shall take place during non-business hours. ▪ Specify predetermined haul routes from staging areas to construction sites and to disposal areas of agreement with the affected jurisdiction prior to construction. The routes shall follow streets and highways that provide the safest route and have the least impact on traffic. ▪ During construction, require the contractor to provide information to the public using signs, press releases, and other media tools of traffic closures, detours or temporary displacement of left-turn lanes. ▪ Identify a single phone number that property owners and businesses can call for construction scheduling, phasing, and duration information, as well as for complaints. ▪ Identify construction activities that must take place during off-peak traffic hours or result in temporary road closures due to concerns regarding traffic safety or traffic congestion. Any road closures will be done at night under ordinary circumstances. If unforeseen circumstances require road closing during the day, the lead agencies of a specific project shall consult with the appropriate officials. ▪ If during construction of a specific project parking would be displaced, the lead agencies shall provide temporary displacement parking.	
TR-6. Implementation of the proposed transportation improvement expenditure plan programs would not result in inadequate parking capacity.	LTS	None required.	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
3.6 Air Quality				
AQ-1. Implementation of the proposed transportation improvement expenditure plan programs could have potential short-term increases in PM_{10} emissions related to construction activities that would violate BAAQMD standards.	PS	*AQ-1.1*	*Implement BAAQMD Construction Dust Control Measures*. The following practices shall be included in the individual construction projects as follows: For all construction projects: ▪ Water all active construction areas at least twice daily. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. ▪ Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction sites. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction sites. ▪ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. For construction sites greater than four acres in area: ▪ All of the control measures listed above. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit traffic speeds on unpaved roads to 15 miles per hour.	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways. ▪ Replant vegetation in disturbed areas as quickly as possible. For construction sites that are large in area, located near a sensitive receptor, or any other reason that may warrant additional emissions reductions: ▪ Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site. ▪ Install wind breaks at the windward sides of the construction areas. ▪ Suspend excavation and grading activities when wind (as instantaneous gusts) exceeds 25 miles per hour. ▪ Limit the area subject to excavation, grading, and other construction activity at any one time.	
AQ-2. Implementation of the proposed transportation improvement expenditure plan programs would not result in significant air emissions related to roadway operation.	LTS	None required.	LTS
AQ-3. Implementation of the proposed transportation improvement expenditure plan programs could expose sensitive receptors to substantial pollutant concentrations.	PS	*AQ-3.1* *Conduct an Exposure Assessment to Determine Significance of Potential Impacts*. As part of the project-specific environmental review, the lead agency shall conduct an exposure assessment for any sensitive receptors that are located within 500 feet of any proposed roadway project that would result in the traffic flow of 50,000 vehicles per day or more. The results of the exposure assessment would determine a specific project's significance based on BAAQMD significance thresholds and identify appropriate mitigation measures.	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			The lead agency would implement all feasible mitigation measures recommended by the exposure assessment.	
3.7 Noise				
NO-1. Implementation of the proposed transportation improvement expenditure plan programs could result in permanent increases in ambient noise levels that exceed established local noise standards or other applicable standards.	PS	*NO-1.1*	*Implement Project-specific Noise and Vibration Mitigation Measures*. As part of the project-specific environmental review, each lead agency shall conduct a detailed noise and vibration analysis to determine a specific project's contribution to the increase in ambient noise and vibration based on applicable federal, state and local thresholds at specific sensitive receptor locations and identify appropriate mitigation measures, if necessary. The lead agency would implement all feasible mitigation measures recommended by the exposure assessment. The noise and vibration analysis shall be conducted before implementation of any specific project proposed under the transportation improvement expenditure plan programs.	SU
NO-2. Implementation of the proposed transportation improvement expenditure plan programs could result in short-term increases in noise and ground-borne vibration levels due to construction-related activities.	PS	*NO-2.1*	*Implement Site-specific Construction Mitigation Measures to Reduce Noise Impacts to Sensitive Receptors Below the Applicable Standards*. As part of the construction plans for projects located adjacent to sensitive receptors, the lead agencies of a specific project shall include noise mitigation measures to reduce the noise levels at the sensitive receptor locations below the applicable standards. Noise and vibration mitigation measures may include: ▪ Restrict construction activities to the daytime hours when the least number of people will be affected. ▪ Locate noise- and vibration-generating equipment as far as practicable from sensitive receptors.	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		▪ Operate earthmoving equipment on the construction lot as far away from vibration-sensitive sites as possible. ▪ Provide enclosures for stationary equipment and barriers around particularly noisy areas on the site or around the site. ▪ Use shields, impervious fences, or other physical sound barriers, to inhibit the transmission of noise to sensitive receptors. ▪ Require that all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. ▪ Shut off noise-generating equipment and machinery when not in use. ▪ Require construction vehicles to use the shortest possible route to and from the site, provided that they do not expose additional receptors to noise. ▪ Phase demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately. ▪ Avoid vibratory rollers and packers near sensitive areas. ▪ If pile driving is required near a sensitive receptor, pre-drill pile holes when feasible. This measure will reduce the force necessary to install piles and decrease the duration of noise and vibration exposure as well as the noise and vibration level. Shielded pile drivers or vibratory pile drivers may be used, where	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			geotechnical conditions allow, to reduce noise levels. ▪ Notify neighbors within 500 feet of construction areas of the construction schedule in writing, prior to onset of construction. ▪ Designate a "disturbance coordinator" who would be responsible for responding to any local complaints regarding construction noise. The coordinator would determine the cause of the complaint and implement reasonable measures to correct the problem. A telephone number of the noise disturbance coordinator would be posted at the construction site fence and on the notification sent to neighbors adjacent to the site.	
3.8 Agricultural Resources				
AG-1. Implementation of the proposed transportation improvement expenditure plan programs could lead to the conversion of Important Farmlands to non-agricultural uses.	PS	*AG-1.1*	*Identify and Evaluate the Potential for Direct Farmland Conversion to Avoid or Reduce Loss of Important Farmland at the Project Level.* The lead agencies of a specific project shall identify whether Important Farmlands exist within the individual project limits. If important farmlands exist within or adjacent to project limits and a project is determined to either permanently or temporarily convert important farmlands to a non-agricultural use, the lead agencies must evaluate the environmental significance of the potential farmland conversion according to the California Agricultural Land Evaluation and Site Assessment (LESA) Instruction Model, developed by the California Department of Conservation. The California LESA Model methodology shall be followed to determine the value of important farmlands.	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures		Impact Significance With Mitigation
		AG-1.2	*Avoid Locating Transportation Facilities on Important Farmland.* The lead agencies of specific project shall identify Important Farmland designations, and shall avoid these designated areas. If avoidance of these designated sites is not possible, then transportation facilities shall be designed to minimize physical encroachment upon areas that contain Important Farmland.	
AG-2. Implementation of the proposed transportation improvement expenditure plan programs could include development of lands that are under Williamson Act contracts. However, California Government Code Section 51291 allows a public agency to acquire Williamson Act contract property by eminent domain for a public improvement, including land acquisition for public right-of-way.	LTS	None required.		LTS
AG-3. Implementation of the proposed transportation improvement expenditure plan programs could conflict with areas zoned or used for agricultural use.	PS	*AG-3.1*	*Evaluate and Avoid or Minimize Potentially Significant Agricultural Land Use Conflicts at the Project Level.* Lead agencies implementing a specific project shall evaluate the potential for the productivity and efficiency of existing farming operations to be significantly impaired by the construction and operation of the specific project. If potentially significant land use conflicts are identified, the lead agencies should coordinate with the appropriate agencies and/or agricultural land owners and implement measures to avoid or minimize such conflicts.	SU
3.9 Biological Resources				
BR-1. Implementation of the proposed transportation improvement expenditure plan programs could result in disturbance or loss of special status plant populations.	PS	*BR-1.1*	*Document Special Status Plant Species Populations Prior to Implementation of Individual Projects.* As part of the environmental review process for individual projects, the lead agencies of a specific project shall retain a qualified	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		botanist to document the presence or absence of special status species before implementing the project. The following steps shall be taken to document special status plant species for each project: 1. Review existing information: The botanist shall review existing information to develop a list of special status plant species that could occur in a specific project area. Sources of information consulted shall include the CNDDB, previously prepared environmental documents, city and county general plans, and the CNPS electronic inventory. Also useful is Table B-1 in Appendix B. 2. Coordinate with agencies: The botanist shall coordinate with the appropriate agencies (CDFG, USFWS, and Caltrans) to discuss botanical resource issues and determine the appropriate level of surveys necessary to document special status plant species. 3. Conduct field studies: The botanist shall evaluate existing habitat conditions for each project and determine what level of botanical survey is required. The level of effort required for each survey shall depend on species richness, habitat type and quality, and the probability of special status species occurring in a particular habitat type. Depending on these factors and the proposed construction activity, one or more of the following levels of survey may be required. a. Habitat assessment: A habitat assessment determines whether suitable habitat is present. This type of assessment can be conducted at any time of year. It is used to assess and	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		characterize habitat conditions and determine whether return surveys are necessary. If no suitable habitat is present, no additional surveys shall be required. b. Species-focused surveys: Species-focused surveys (or target species surveys) shall be conducted if suitable habitat is present for special status plant species. The surveys shall focus on special status plant species that could grow in the region. It would be conducted during a period that the target species are evident and identifiable, typically the blooming period. c. Floristic protocol-level surveys: Floristic surveys that follow the CNPS botanical survey guidelines (revised from Nelson 1987; approved by the CNPS board on June 2, 2001; included in California Native Plant Society 2001) shall be conducted in areas that have a moderate to high potential to support special status plant species. The guidelines require that all species be identified to the level necessary to determine whether they qualify as special status plant species, or are species with unusual or significant range extensions. The guidelines also require that field surveys be conducted when special status plant species that could occur in the area are evident and identifiable. To account for different special status plant identification periods, one or more series of field surveys may be required during the blooming period.	

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		Special status plant populations identified during the field surveys shall be mapped and documented as part of CEQA, NEPA, and Caltrans Natural Environment Study (NES) reports (if required). The lead agencies of a specific project shall concurrently implement Mitigation Measure BR-1.2 discussed below.	
		BR-1.2 *Avoid or Minimize Impacts on Special Status Plant Species Populations by Redesigning the Project, Protecting Populations, and Developing a Transplantation Plan (if necessary)*. The lead agencies of specific projects shall implement the following measures to avoid or minimize impacts on special status plant species. 1. The project would be redesigned or modified to avoid direct and indirect impacts on special status plant species, if feasible. 2. Special status plant species near the project site would be protected by delineating work areas around special status plant species populations. Plant populations shall be protected with a minimum of a 20-foot buffer between the work area and the plant population unless otherwise specified by a qualified biologist. Where special status plant populations are located in wetlands, silt fencing shall also be installed. The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities	

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			within the fenced environmentally sensitive area unless such activity is specifically permitted. 3. The lead agencies of a specific project would coordinate with the appropriate resource agencies and local experts to determine whether transplantation of special status plant species is feasible. If the agencies concur that it is a feasible mitigation measure, the botanist shall develop and implement a transplantation plan in coordination with the appropriate agencies. The transplantation plan shall involve identifying a suitable transplant site, moving the plant material and seed bank to the transplant site, collecting seed material and propagating it in a nursery, and monitoring the transplant sites to document recruitment and survival rates.	
BR-2. Implementation of the proposed transportation improvement expenditure plan programs could result in the introduction or spread of noxious weeds.	PS	*BR-2.1*	*Avoid or Minimize the Dispersal of Noxious Weeds into Uninfested Areas*. To avoid or minimize the introduction or spread of noxious weeds into uninfested areas, the lead agencies of a specific project shall incorporate the following measures into highway project plans and specifications. ▪ Certified, weed-free, imported erosion-control materials (or rice straw in upland areas) shall be used. ▪ The lead agencies of a specific project shall coordinate with the county agricultural commissioner and land management agencies to ensure that the appropriate best management practices (BMPs) are implemented. ▪ Construction supervisors and managers shall be educated about noxious weed identification and the	SU

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			importance of controlling and preventing their spread. ▪ Equipment shall be cleaned at designated wash stations after leaving noxious weed infestation areas. ▪ Disturbed areas shall be replanted with native plants to control erosion and prevent colonization by wind-dispersed noxious weeds.	
BR-3. Implementation of the proposed transportation improvement expenditure plan programs could result in the loss or disturbance of riparian habitats.	PS	*BR-3.1*	*Identify and Document Riparian Habitat*. The lead agencies of a specific project shall retain a qualified botanist to document the location, type, extent, and habitat functions and values for riparian habitat that occurs in the highway study area. This information shall be mapped and documented as part of CEQA, NEPA, and Caltrans NES reports (if required). Mitigation Measure BR-3.2 and BR-3.3 shall be concurrently implemented as described below.	SU
		BR-3.2	*Avoid or Minimize Disturbance of Riparian Habitats*. To the extent possible, the lead agencies of a specific project shall avoid impacts on riparian habitats by implementing the following measures: ▪ The project shall be redesigned or modified to avoid direct and indirect impacts on riparian habitats, if feasible. ▪ Riparian habitats that occur near the project site shall be protected by delineating work areas. Plant populations shall be protected with a minimum of a 20-foot buffer between the work area and the riparian habitat unless otherwise specified by a qualified biologist. Depending on site-specific conditions, this buffer may be narrower or wider than 20 feet to protect the area from erosion. The location of the fencing shall be marked in the field with stakes and	

Legend: (PS) Potentially Significant Impact (LTS) Less-than-significant Impact (NI) No Impact (SU) Significant and Unavoidable Impact

Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			flagging and shown on the construction drawings. The construction specifications shall contain clear language stating that construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities are prohibited within the fenced sensitive areas.	
		BR-3.3	*Compensate for the Loss of Riparian Habitat*. If riparian habitat is removed, the lead agencies of a specific project shall compensate for the loss of riparian vegetation to ensure no net loss of habitat functions and values. Replacement habitat shall be provided at a minimum ratio of 1 acre restored or created for every 1 acre removed. Replacement may be accomplished through restoration of degraded riparian areas, creation of new riparian habitat, off-site restoration, or mitigation credits (or a combination of these elements). The lead agencies of a specific project shall develop and implement a restoration and monitoring plan that describes how riparian habitat shall be enhanced or recreated, defines species and numbers of individuals to plant, establishes success criteria, and monitoring protocols. Compensation ratios shall be based on site-specific information and determined through coordination with state and federal agencies (including CDFG, USFWS, NOAA Fisheries, and the Corps). The restoration plan shall be submitted to with the appropriate state and federal agencies for approval. Any restoration work conducted shall be monitored, as described in the final mitigation plan.	
BR-4. Implementation of the proposed transportation improvement expenditure plan programs could result in the disturbance or loss of Waters of the United States, including wetlands.	PS	*BR-4.1*	*Identify and Delineate Waters of the United States, Including Wetlands*. Once final project locations have been selected, a qualified wetland specialist should	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		conduct a wetland delineation in accordance with Corps methodology of all wetlands, seeps, and stream channels within the project area. The wetland specialist should prepare and submit a request for a jurisdictional determination to the Corps. Those waters not subject to the Corps jurisdiction could fall under the regulatory control of the RWQCB. The wetland specialist should submit the delineation documents along with the Corps jurisdictional determination to the RWQCB and request an assessment of jurisdiction under the Porter-Cologne Water Quality Protection Act.	
		BR-4.2 *Obtain Appropriate Wetland Permits*. The wetland specialist should prepare an application for fill of waters subject to the Corps jurisdiction as determined in Mitigation Measure BR-4.1. If a specific project is within a stream channel, this specialist should also submit a request for a streambed alteration agreement from CDFG because CDFG also has jurisdiction over lakes and streams under Section 1600 of the Fish and Game Code. For wetlands that are not subject to the Corps jurisdiction within the project area, an application for a Waste Discharge Requirement or Waiver of Waste Discharge Requirement should be submitted to the RWQCB.	
		BR-4.3 *Avoid or Minimize Disturbance of Wetland Communities*. To the extent possible, the lead agencies of a specific project shall avoid or minimize impacts on wetlands and other waters of the United States (creeks, streams, and rivers) by implementing the following measures: ▪ The project shall be redesigned or modified to avoid direct and indirect impacts on wetland habitats, if feasible.	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		▪ Wetland habitats that occur near the project site will be protected by installing environmentally sensitive area fencing at least 20 feet from the edge of the wetland. Depending on site-specific conditions and permit requirements, this buffer may be wider than 20 feet to prevent erosion and sedimentation impacts on wetland habitats (e.g., 250 feet for seasonal wetlands that are considered special status California freshwater shrimp habitat). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications shall contain clear language stating that construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities are prohibited within the fenced environmentally sensitive area. ▪ Where determined necessary by resource specialists, geotextile cushions and other materials (e.g, timber pads, prefabricated equipment pads, or geotextile fabric) shall be used in saturated conditions to minimize damage to the substrate and the vegetation. ▪ Exposed slopes and stream banks shall be stabilized immediately on completion of construction activities. ▪ During construction, trees, shrubs, debris, or soils that are inadvertently deposited below the ordinary high-water mark of drainages in a manner that minimizes disturbance of the drainage bed and bank will be removed. These measures shall be incorporated into contract specifications and implemented by the construction contractor. In addition, the lead agencies of a specific project shall ensure that the contractor incorporates all	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			permit conditions into construction specifications.	
		BR-4.4	*Compensate for the Loss of Wetland Habitat*. Once an approved wetland delineation is in place, the wetland specialist should develop a comprehensive wetland restoration plan to offset impacts to these resources. Restoration could include on or off-site construction of wetlands, contribution of funds to a local mitigation bank, or restoration of existing yet relatively poor quality wetlands. The Corps goal is to permit no net loss of functions and values of wetland habitat. The replacement ratio of wetland acreage required to achieve this goal is a minimum of 1(new):1(old) but could be higher. The restoration plan shall included specific success criteria and a detailed monitoring plan.	
BR-5. Implementation of the proposed transportation improvement expenditure plan programs could result in the potential disturbance or loss of special status wildlife species and their habitat.	PS	*BR-5.1*	*Document Special Status Wildlife Species and Their Habitats*. As part of the environmental review process, the lead agencies of a specific project shall retain a qualified wildlife biologist to document the presence or absence of suitable habitat for special status wildlife species in the project area. The following steps shall be taken to document special status wildlife and their habitats: 1. Review existing information: The wildlife biologist shall review existing information to develop a list of special status wildlife species that could occur in the project area. Sources of information would include the USFWS special status species list and designated critical habitat for the project region, CNDDB, previously prepared environmental documents, city and county general plans, and USFWS-issued biological opinions and programmatic agreements	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		for previous projects. Also useful is Table B-2, Appendix B. 2. Conduct field studies: The wildlife biologist shall conduct a habitat assessment of existing habitat conditions for each project and determine the potential for a project site to support sensitive species. If no suitable habitat to support sensitive species is present, no additional surveys shall be required. Additional surveys shall depend on habitat type and quality and the results of the habitat assessment. Depending on these factors and the proposed project, one or more of the following levels of survey may be required. a) Species-focused surveys: Species-focused surveys shall be conducted if suitable habitat is present for special status wildlife species. Surveys should be conducted during a period that the target species are present or active. b) Protocol-level wildlife surveys: The lead agencies of a specific project shall comply with protocols and guidelines issued by responsible agencies for certain special status species if available. The USFWS and CDFG have issued survey protocols and guidelines for several special status wildlife species that could occur in the region. The protocols and guidelines may require that surveys be conducted during a particular time of year and/or time of day when the species is present and active. Many survey protocols require that only a USFWS- or CDFG-approved biologist perform the surveys. The lead agencies of a specific project shall	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		coordinate with the appropriate state or federal agency biologist as required before initiating protocol-level surveys to ensure that the survey results will be valid. Because some species can be difficult to detect or observe, multiple field techniques may be used during a survey period, and additional surveys may be required in subsequent seasons or years, as outlined in the protocol or guidelines for each species.	
		BR-5.2 *Avoid or Minimize Impacts on Special Status Wildlife Species by Redesigning the Project, Protecting Special Status Wildlife Habitat, and Developing a Mitigation Monitoring Plan (if necessary)*. This mitigation measure focuses on avoiding or minimizing all direct and indirect impacts on special status wildlife species and their habitats. The lead agencies of a specific project shall implement the following measures. ▪ The project shall be redesigned or modified to avoid direct and indirect impacts on special status wildlife species or their habitats, if feasible. ▪ Special status wildlife species and their habitat near the project site shall be protected by installing environmentally sensitive area fencing around habitat features, such as seasonal wetlands, burrows, and nest trees. The environmentally sensitive area fencing or staking shall be installed at a minimum distance from the edge of the resource as determined through coordination with a qualified wildlife biologist and state and federal agency (CDFG and USFWS) as required. The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The construction	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		specifications shall contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities within the fenced environmentally sensitive area. ▪ Construction related activities should be restricted to the nonbreeding seasons of special status wildlife species that could occur in the project area where feasible. Timing restrictions will vary depending on the species and could occur during any time of the year. ▪ The lead agencies of a specific project shall coordinate with the appropriate resource agencies to determine whether a monitoring plan for special status wildlife species is necessary. If a monitoring plan is required, it shall be developed and implemented in coordination with appropriate agencies and shall include: – A description of each of the wildlife species and of suitable habitat for species that could occur at the project site; – The locations of known occurrences of special status wildlife species within the project site; – The location and size of no-disturbance zones in and adjacent to environmentally sensitive areas for wildlife; – Directions on handling and relocating special status wildlife species found on the project site that are in immediate danger of being destroyed; and – Notification and reporting requirements for	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		special status species that are identified on the project site.	
		BR-5.3 *Coordinate with Resource Agencies and Develop Appropriate Compensation Plans for State and Federally Listed Wildlife Species*. If construction activities would result in significant impacts on federally or State-listed wildlife species of designated critical habitat after the implementation of the above mitigation measures, a permit that allows take of a species protected under the ESA shall be obtained by the lead agencies of a specific project from the USFWS or NOAA Fisheries as appropriate. It may be necessary to prepare a biological assessment (BA) in accordance with federal guidelines for use in consultation with the federal agencies.	
3.10 Geology and Seismicity			
GS-1. Implementation of the proposed transportation improvement expenditure plan programs would not result in exposure of people or structures to rupture of a known earthquake fault.	LTS	None required.	LTS
GS-2. Implementation of the proposed transportation improvement expenditure plan programs would not result in the exposure of people or structures to strong seismic groundshaking or seismic-related ground failure.	LTS	None required.	LTS
GS-3. Implementation of the proposed transportation improvement expenditure plan programs would not expose people or structures to landslides.	LTS	None required.	LTS
GS-4. Implementation of the proposed transportation improvement expenditure plan programs would not result in substantial soil erosion.	LTS	None required.	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
GS-5. Implementation of the proposed transportation improvement expenditure plan programs would not be located on a geologic unit or soil that is unstable.	LTS	None required.	LTS
GS-6. Implementation of the proposed transportation improvement expenditure plan programs would not be located on expansive soils.	LTS	None required.	LTS
3.11 Hydrology and Water Quality			
HY-1. Implementation of the proposed transportation improvement expenditure plan programs would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality.	LTS	None required.	LTS
HY-2. Implementation of the proposed transportation improvement expenditure plan programs would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	LTS	None required.	LTS
HY-3. Implementation of the proposed transportation improvement expenditure plan programs would not substantially alter the existing drainage pattern of the site or area.	LTS	None required.	LTS
HY-4. Implementation of the proposed transportation improvement expenditure plan programs would not create or contribute runoff that would exceed the capacity of an existing or planned stormwater management system.	LTS	None required.	LTS
3.12 Cultural Resources			
CR-1. Implementation of the proposed transportation improvement expenditure plan programs could cause a substantial adverse change in the significance of a historic resource.	PS	*CR-1.1* *The Lead Agencies of a Specific Project Shall Hire a Professional Who Meets the Secretary of the Interior's Standards for Architectural Historian to Evaluate All Historic Structures or Features that could be Affected by Project Implementation.* The Architectural Historian shall prepare a draft technical report that meets the	SU

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			Secretary of the Interior's Standards for Historic Preservation. The report shall include formal recordation and evaluation of all historic structures or features that could be affected by project implementation and recommendations to reduce project impacts to a less-than-significant level or avoid impacts altogether. The technical report shall be submitted to the lead agencies' Environmental Review Officer (ERO) for the ERO to review and comment, and shall be considered a draft report subject to revision until final approval by the ERO. A final copy of the report shall be submitted to the ERO and to the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University. The lead agencies of a specific project shall implement all measures included in the final report to reduce or avoid any potential impacts to historic structures or resources.	
CR-2. Implementation of the proposed transportation improvement expenditure plan programs could cause a substantial adverse change in the significance of an archaeological resource.	PS	*CR-2.1*	*Based on a Reasonable Presumption that Archeological Resources may be Present within a Project Site, the Following Measures Shall be Undertaken to Avoid any Potentially Significant Adverse Effect From a Proposed Project on Buried or Submerged Historical Resources*. The lead agencies of a specific project shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		this measure at the direction of the lead agencies' ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction could be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource. Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing program (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under NEPA or CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by a proposed project, at the discretion of the appropriate lead agencies either: a. A proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or b. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. <u>Archeological Monitoring Program.</u> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented the archeological monitoring program shall minimally include the following provisions: ▪ The archeological consultant and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what specific project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		archeological deposit and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the AMP to the ERO. Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, lead agencies of a specific project, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the Napa County Coroner and	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD). The archeological consultant, lead agencies of a specific project, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Napa County Planning Department shall receive three copies of the FARR along with copies of any formal site	

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation		Mitigation/Improvement Measures	Impact Significance With Mitigation
			recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	
CR-3. Implementation of the proposed transportation improvement expenditure plan programs could directly or indirectly destroy a unique paleontological resource or site or unique geological feature.	PS	*CR-3.1*	*Conduct Site Specific Studies and Surveys to Determine Presence of Paleontologic Resources or Unique Geological Features*. The lead agencies of a specific project shall hire a qualified professional to conduct site-specific studies and surveys to determine presence of paleontological resources or unique geological features that could be affected by a specific project implementation. The lead agencies of a specific project shall implement the recommendations of the qualified professional to reduce or avoid potential impacts to paleontological resources or unique geological features.	LTS
CR-4. Implementation of the proposed transportation improvement expenditure plan programs could disturb human remains, including those interred outside of formal cemeteries.	PS	*CR-4.1*	*Halt Construction Activities and Contact County Coroner*. If human remains and/or associated or unassociated funerary objects are discovered during any soils-disturbing activity, the soils-disturbing activity shall be halted within 100 feet of the find and the Napa County Coroner shall be notified immediately. In the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) should occur, who shall appoint a Most Likely Descendant (MLD). The archeological consultant, lead agencies of a specific project, and MLD shall make all reasonable efforts to develop an agreement for the	LTS

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Table S-1 (Continued)
Summary of Impacts and Mitigation Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.	

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