CITY COUNCIL
Albert Vallecillo, Mayor
Bill Biasi, Mayor Pro-Tempore
Councilmembers: Richard Casavecchia,
Jesse Loren, and Carol Scianna

REGULAR CITY COUNCIL MEETING

City Hall, Council Chamber
318 First Street, Winters, CA 95695
December 16, 2025
6:30 PM

Meeting Information
Winters City Council meetings are conducted in person at City Hall Council Chambers accessible via the Abbey St. side entrance. As a courtesy, and technology permitting, members of the public may continue to participate virtually. However, the City cannot guarantee that the public's access to teleconferencing technology will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, City Council meetings will continue despite technical difficulties for participants using the teleconferencing option.

Zoom: +16699006833 US Meeting ID: 850 2319 7139

Passcode: 405995

https://us02web.zoom.us/j/85023197139?pwd=U2xRNUg1U0V6T1ZqUlBGTlVZRlJjdz09

If you are joining the meeting via Zoom and wish to make a comment on an item, press the "raise a hand" button. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The chair will call you by name or phone number when it is your turn to comment. Speakers will be limited to 3:00 minutes.

If you choose not to observe the City Council meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 5:00 p.m. on the Monday prior to the City Council meeting. Please submit your comment to the City Clerk at cityclerk@cityofwinters.org. All public comments submitted to the City Clerk will be summarized and read into record but will not be read verbatim due to time limitations.

General Information: If you have questions about this agenda please call the City Clerk's office at 530-794-6702. View City Council meetings, obtain agendas and agenda packets on the internet: http://www.cityofwinters.org/city-council-meetings. City Council agenda packets and any attachments to the agenda that are not available online may be viewed at the City Clerk's Office at City Hall - 318 First Street.

Assistance: In compliance with the Americans with Disabilities Act, if you need special assistance, a disability-related modification or accommodation, agenda materials in an

alternative format, or auxiliary aids to participate in this meeting, please contact the Office of the City Clerk at 530-794-6702 or cityclerk@cityofwinters.org as soon as possible. Providing at least 72 hours notice will help ensure that reasonable arrangements can be made.

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF THE AGENDA
The Mayor and Council may change the order of the Agenda or request discussion of a Consent Item.

1. SPECIAL PRESENTATIONS

2. PUBLIC COMMENT (Items not on the agenda)
This time is reserved for members of the public to address the City Council on items that are not on the Agenda and are within the subject matter jurisdiction of the City Council. Comments are limited to 3 minutes. Comments for items on the Open Session agenda will be taken when the item is called in Open Session. City Council is prohibited by law from taking any action on matters discussed that are not on the agenda, and no adverse conclusions should be drawn if the City Council does not respond to public comment at this time.

3. CONSENT CALENDAR
All items listed under the Consent Calendar are considered and acted upon by one Motion.
Anyone may request an item be removed for separate consideration.

A. Minutes of the Regular City Council meeting held on November 18, 2025
City Council Minutes November 18, 2025.docx
B. Warrant Register and Payment of Claims for the Month of July 2025
Staff Report - July Warrant Register Reports.docx
Attachment 1 - Affidavit of Administrative Services Director.pdf
Attachment 2 - A/P Registers.pdf
Attachment 3 - Payroll Register.pdf

4. PUBLIC HEARINGS

5. DISCUSSION ITEMS

A.
Council Approval of the Initial Study with Mitigated Negative Declaration Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

Staff Report - I505 Project.doc
Attachment 1 - Resolution 2025-68 ISMND I505 Approval.docx
Attachment 2 - Draft IS/MND Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

Attachment 3 â€“ Mitigation Monitoring Reporting Program as Incorporated into the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project
Attachment 4 - Letter from Central Valley Regional Water Quality Control Board.pdf
Attachment 5 â€“ Draft Final Project Report for the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

6. CITY MANAGER'S REPORT

7. COUNCIL COMMENTS-IDEAS, QUESTIONS, AB1234 REPORTS
This item is for information only and is not eligible for action at this time.

ADJOURNMENT

I declare under penalty of perjury that the foregoing agenda for the regular meeting of the Winters City Council was posted on the public bulletin board at City Hall, 318 First Street and posted to the City of Winters website at cityofwinters.org.

Zorina Treat, Deputy City Clerk

Minutes of the Regular Council Meeting held November 18, 2025

Mayor Albert Vallecillo called the meeting to order at 6:32 PM

Present: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Biasi, Mayor Albert Vallecillo

Absent: None

Staff: Assistant City Attorney Joanna Gin, Contract Building Official Kale Graham, Director of Administrative Services Cathy Matthews, Interim City Manager John Miller, Fire Chief Jack Snyder, Deputy City Clerk Zorina Treat

PLEDGE OF ALLEGIANCE

Rick Von Geldern led the Pledge of Allegiance

APPROVAL OF THE AGENDA

Motion by Council Member Loren, Seconded by Council Member Scianna, to approve the agenda as amended to move special presentations ahead of public hearings The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

SPECIAL PRESENTATIONS

1.A. Winters Natural Resources Commission Update to City Council

Kate Laddish, Chair, gave a presentation about the Winters Natural Resources Commission.

Miles DePrato & Corrine Martinez provided public comment

1.B. Update from Yolo Local Agency Formation Commission (Yolo LAFCo)

JD Trebec, Deputy Executive Officer, and Christine Crawford, Executive Officer, gave a presentation on the Local Government Overview presented by LAFCo.

Kate Laddish & Corrine Martinez provided public comment

PUBLIC COMMENT (Items not on the agenda)

Rick Von Geldern, Tina Lowden, and Corrine Martinez provided public comment

CONSENT CALENDAR

3.A. Minutes of the Regular City Council Meeting held on October 21, 2025

3.B. 2026 Holiday and City Hall Closure Schedule

3.C. Proclamation Recognizing the 75th Anniversary of the Yolo County Housing Authority

3.D. Proclamation Recognizing November 11, 2025 as Veterans Day in the City of Winters

3.E. Proclamation Recognizing November 2025 as Native American Heritage Month

3.F. Resolution 2025-56 Approving a Construction Contract with Subsurface Technologies for the Well 4 Rehab Project in the Not to Exceed Amount of $146,830 and Authorizing the City Manager to Approve Change Orders Up to $14,683

3.G. Resolution No. 2025-67 Approving the Agreement for Yolo County Fire Services Mutual Aid

3.H. Resolution 2025-65 Approving a Professional Services Agreement with NJA Architecture, in an amount not to exceed $32,650 for the Winters Community Center/Senior Center Conceptual Design Project

There was no public comment

Motion by Council Member Loren, seconded by Council Member Scianna, to approve the Consent Calendar, excluding items 3E (Proclamation recognizing November 2025 as Native American Heritage Month) and 3H (Professional services agreement for senior community center project), was pulled for discussion due to questions and clarification needs. The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

PUBLIC HEARINGS

4.A. Public Hearing and Adoption of Ordinance 2025-10 Repealing and Recasting Title 15 and Adopting by Reference the 2025 Building Standards Code, 2025 Fire Code, & Uniform Codes

Fire Chief Snyder presented the second reading and formal adoption of Ordinance 2025-10, which updates Winters' local amendments to the 2025 state building, fire, and related codes under Title 15. His presentation focused on the downtown second story building activation discussion, specifically the long-standing 4,000-square-foot threshold that triggers mandatory fire sprinklers. Chief Snyder explained that this threshold has been in place for years and is based on Winters' unique local conditions, staffing levels, and overall fire-response capacity

The Public hearing opened at 8:41 PM

Corrine Martinez & Kate Laddish provided public comment

The Public hearing closed at 8:48 PM

Motion made by Council Member Scianna, seconded by Mayor Pro Tem Biasi, to adopt the staff recommendation and approve Ordinance 2025-10. The motion carried by the following vote:

AYES: Council Members Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: Council Member Richard Casavecchia
ABSENT: None

DISCUSSION ITEMS

3.E. Proclamation Recognizing November 2025 as Native American Heritage Month

Council member Richard Casavecchia pulled the Native American Heritage Month Proclamation for discussion. Council reviewed the proposed land acknowledgment language in paragraph 2 and heard input from Brittany Puccinelli of the Yocha Dehe Wintun Nation regarding the tribe's current approach and community partnerships.

Kate Laddish provided public comment

Motion by Council Member Loren, seconded by Scianna, to move item E, the proclamation of the City Council of the City of winners recognizing November 2025 as Native American Heritage Month. The motion carried by the following vote:

AYES: Council Members Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: Council Member Richard Casavecchia
ABSENT: None

3.H. Resolution 2025-65 Approving a Professional Services Agreement with NJA Architecture, in an amount not to exceed $32,650 for the Winters Community Center/Senior Center Conceptual Design Project

Council member Loren moved the Professional Services Agreement for further clarification. The Council discussed the contract for NJA Architecture to develop a conceptual design for potential improvements to the Community/Senior Center. Council acknowledged that this effort is focused on exploring options and does not override any prior plans or commitments.

Tina Lowden, Corrine Martinez and Karen May provided public comment

Motion by Council member Loren, seconded by Council member Casavecchia, to adopt Resolution 2025-56, Approving a Professional Services Agreement with NJA Architecture, in an amount not to exceed $32,650 for the Winters Community Center/Senior Center Conceptual Design Project with the following two amendments: one correcting the direction for the May 2025 meeting to clarify exploring co-locating the senior center with the community center and not changing the plan for the senior center as of yet. and another regarding a reference to the senior city. and the discussion section will be updated to clarify that it encompasses the integration of concepts from the senior center into the community center designs. The motion carried by the following vote:

AYES: Council Members Richard Casavecchia, Jesse Loren, Carol Scianna, Mayor Pro Tem Bill Biasi, Mayor Albert Vallecillo
NOES: None
ABSENT: None

CITY MANAGER'S REPORT

None

COUNCIL COMMENTS-IDEAS, QUESTIONS, AB1234 REPORTS

Verbal updates were provided by Council Members. They thanked outgoing City Attorney Joanna Gin for dedicated service.

ADJOURNMENT

The meeting adjourned in memory of Russ Lester at 9:12 PM

_____

Albert Vallecillo, MAYOR

ATTEST:

_____

Zorina Treat, Deputy City Clerk

CITY COUNCIL
STAFF REPORT

TO:	Honorable Mayor and Councilmembers
DATE:	December 16, 2025
THROUGH:	Jeremy Craig, City Manager
FROM:	Shery Reyes, Senior Accountant
SUBJECT:	Payment of Claims for the month of July 2025

RECOMMENDATION:
Approve payments made in accordance with the adopted City of Winters budget.

BACKGROUND:
The Administrative Services Department is responsible for ensuring the financial obligations of the City are met in a timely and accurate manner. Accounts Payable processes payments to external vendors on a weekly basis and employee payroll is processed biweekly while any payment requiring remittance by wire transfer is paid on an as-needed basis.
Pursuant to California Government Code Section 37208, payments drawn in accordance with the City's approved budget need not be ratified by the legislative body prior to payment. The warrant registers (accounts payable and payroll) shall be presented to the legislative body for ratification and approval at the first meeting after payments have been processed. The Administrative Services Director has submitted the register(s) showing the payments processed within the timeframe above for approval by the City Council.

FISCAL IMPACT:
Total of payments processed for the reporting period: $2,030,222.30

ATTACHMENTS:
1. Affidavit of Administrative Services Director
2. A/P Registers
3. Payroll Registers

Check Register Totals for Month Ending July 31, 2025

Accounts Payable	$	1,659,409.75
Payroll	$	370,812.55
Grand Total	$	2,030,222.30

Prepared by:

Shery Reyes

Shery Reyes, Senior Accountant

Certified by:

Cathy Mathews, Director of Administrative Services

City of Winters
Month End Cash Disbursements Report
Prior Period Report for 07-25 BANK ACCOUNT 10100

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-25	063864	07/01/25	SAM02 (SAMANTHA LINDQUIST)		(600.00)	.00	(600.00)	Ck# 063864 Reversed
	063870	07/15/25	TEL01 (TELSTAR INSTRUMENTS)		(1,582.00)	.00	(1,582.00)	Ck# 063870 Reversed
	063877	07/02/25	AAC01 (AACTION RENTEL)		750.89	.00	750.89	Automatic Generated Check
	063878	07/02/25	AFL01 (AFLAC TRADITIONAL AND DIRECT		1,714.38	.00	1,714.38	Automatic Generated Check
	063879	07/02/25	AMA01 (AMAZON CAPITAL SERVICES)		23.65	.00	23.65	Automatic Generated Check
	063880	07/02/25	ARR01 (PEDRO ARREDONDO)		145.33	.00	145.33	Automatic Generated Check
	063881	07/02/25	BAD01 (BADGER METER INC.)		1,106.84	.00	1,106.84	Automatic Generated Check
	063882	07/02/25	BAU03 (BAUER COMPRESSORS)		1,442.33	.00	1,442.33	Automatic Generated Check
	063883	07/02/25	BSK00 (BSK ASSOCIATES)		531.50	.00	531.50	Automatic Generated Check
	063884	07/02/25	CALWF (CAL-WEST FIRE ALARM SERVICES		63.00	.00	63.00	Automatic Generated Check
	063885	07/02/25	CIN03 (CINTAS CORPORATION #622)		202.67	.00	202.67	Automatic Generated Check
	063886	07/02/25	VOID (Voided Check)		.00	.00	.00	Automatic Generated Check
	063887	07/02/25	COM12 (COMDATA)		16,132.47	.00	16,132.47	Automatic Generated Check
	063888	07/02/25	COR01 (CORBIN WILLITS SYSTEMS)		1,252.38	.00	1,252.38	Automatic Generated Check
	063889	07/02/25	DEV01 (DEVELOPMENT COMPLIRNCE SOLUT		54,487.87	.00	54,487.87	Automatic Generated Check
	063890	07/02/25	DIX03 (DIXON LANDSCAPE MATERIALS IN		1,089.12	.00	1,089.12	Automatic Generated Check
	063891	07/02/25	EXP01 (EXPRESS SERVICES, INC.)		1,398.40	.00	1,398.40	Automatic Generated Check
	063892	07/02/25	GAR29 (ADRIAN GARCIA)		156.17	.00	156.17	Automatic Generated Check
	063893	07/02/25	GRO01 (FERGUSON WATERWORKS)		643.48	.00	643.48	Automatic Generated Check
	063894	07/02/25	HIN01 (HINDERLITER DE LLAMAS & ASSO		1,396.55	.00	1,396.55	Automatic Generated Check
	063895	07/02/25	HOM01 (HOMEWOOD HOLDINGS, LLC)		70.68	.00	70.68	Automatic Generated Check
	063896	07/02/25	HOR00 (HORIZON)		232.99	.00	232.99	Automatic Generated Check
	063897	07/02/25	INT09 (INTERSTATE SALES)		1,555.13	.00	1,555.13	Automatic Generated Check
	063898	07/02/25	MRG01 (MRG,LLC)		5,925.40	.00	5,925.40	Automatic Generated Check
	063899	07/02/25	MUT01 (MUTUAL OF OMAHA)		4,746.68	.00	4,746.68	Automatic Generated Check
	063900	07/02/25	PAC07 (PACIFIC ACE HARDWARE)		43.35	.00	43.35	Automatic Generated Check
	063901	07/02/25	PGE00 (PACIFIC GAS & ELECTRIC CO)		53,038.40	.00	53,038.40	Automatic Generated Check
	063902	07/02/25	PON01 (PONTICELLO ENTERPRISES)		10,514.50	.00	10,514.50	Automatic Generated Check
	063903	07/02/25	PRO07 (PROFESSIONAL POOLS)		1,909.00	.00	1,909.00	Automatic Generated Check
	063904	07/02/25	PSO01 (PSOMAS)		12,179.69	.00	12,179.69	Automatic Generated Check
	063905	07/02/25	SAM02 (SAMANTHA LINDQUIST)		525.00	.00	525.00	Automatic Generated Check
	063906	07/02/25	SWI01 (SWITZER ENTERPRISES)		16,016.35	.00	16,016.35	Automatic Generated Check
	063907	07/02/25	TRE02 (TREE CARE INC.)		12,950.00	.00	12,950.00	Automatic Generated Check
	063908	07/02/25	TRU05 (I-505 TRUCK REPAIR,LLC)		8,854.66	.00	8,854.66	Automatic Generated Check
	063909	07/02/25	TYL00 (TYLER TECHNOLOGIES, INC)		4,650.00	.00	4,650.00	Automatic Generated Check
	063910	07/02/25	VIN01 (VINTAGE PAVING CO.)		19,896.00	.00	19,896.00	Automatic Generated Check
	063911	07/02/25	VIS01 (VISION SERVICE PLAN (CA))		324.73	.00	324.73	Automatic Generated Check
	063912	07/02/25	VUL01 (VULCAN CONSTRUCTION MATERIAL		440.20	.00	440.20	Automatic Generated Check
	063913	07/02/25	WIL12 (WILLDAN FINANCIAL SERVICES)		2,868.32	.00	2,868.32	Automatic Generated Check
	063914	07/02/25	WIN08 (WINTERS PETTY CASH)		242.01	.00	242.01	Automatic Generated Check
	063915	07/02/25	YCC01 (YECA)		343,892.00	.00	343,892.00	Automatic Generated Check
	063916	07/02/25	YEM01 (YOLO EMERGENCY MEDICAL SERVI		85.00	.00	85.00	Automatic Generated Check
	063917	07/02/25	YOL0W (YOLO COUNTY INNOVATION AND T		210.00	.00	210.00	Automatic Generated Check
	063918	07/02/25	\G049 (GALVAN, MATTHEW & ANDREIA		474.36	.00	474.36	Automatic Generated Check
	063919	07/23/25	AHN01 (AHNA MEYER)		1,190.07	.00	1,190.07	Automatic Generated Check
	063920	07/23/25	ALS02 (ALSCO-GEYER IRRIGATION, INC)		3,138.16	.00	3,138.16	Automatic Generated Check
	063921	07/23/25	AMA01 (AMAZON CAPITAL SERVICES)		4,881.08	.00	4,881.08	Automatic Generated Check
	063922	07/23/25	AME10 (AMERICAN WATER WORKS ASSN)		501.00	.00	501.00	Automatic Generated Check
	063923	07/23/25	AMP01 (AMPLE ELECTRIC INC)		1,373.65	.00	1,373.65	Automatic Generated Check
	063924	07/23/25	ANA01 (ANA P. CARRILLO)		3,800.00	.00	3,800.00	Automatic Generated Check
	063925	07/23/25	ATK01 (ATKINSON,ANDERSON,LOYA,RUUD		16,786.00	.00	16,786.00	Automatic Generated Check

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-25	063926	07/23/25	ATT02 (AT&T)		251.21	.00	251.21	Automatic Generated Check
	063927	07/23/25	AUS01 (VESTIS SERVICES,LLC)		371.13	.00	371.13	Automatic Generated Check
	063928	07/23/25	BAY05 (STEVEN RESTIVO)		2,000.00	.00	2,000.00	Automatic Generated Check
	063929	07/23/25	BBK01 (BEST BEST & KRIEGER LLP.)		6,243.95	.00	6,243.95	Automatic Generated Check
	063930	07/23/25	BSK00 (BSK ASSOCIATES)		947.53	.00	947.53	Automatic Generated Check
	063931	07/23/25	CHE01 (SCP DISTRIBUTORS LLC)		298.25	.00	298.25	Automatic Generated Check
	063932	07/23/25	CIN03 (CINTAS CORPORATION #622)		674.00	.00	674.00	Automatic Generated Check
	063933	07/23/25	CLA01 (CLARK PEST CONTROL)		488.00	.00	488.00	Automatic Generated Check
	063934	07/23/25	CON07 (WASHINGTON NATIONAL INS)		214.50	.00	214.50	Automatic Generated Check
	063935	07/23/25	COU01 (COUNTY OF YOLO)		121.00	.00	121.00	Automatic Generated Check
	063936	07/23/25	CRE07 (CREEKSIDE SIGNS)		487.13	.00	487.13	Automatic Generated Check
	063937	07/23/25	DAS01 (DAS-DEVELOPMENT ADVISORY SER		7,000.00	.00	7,000.00	Automatic Generated Check
	063938	07/23/25	DAV12 (DAVIDS ENGINEERING,INC.)		4,736.25	.00	4,736.25	Automatic Generated Check
	063939	07/23/25	DEP07 (DEPARTMENT OF JUSTICE)		296.00	.00	296.00	Automatic Generated Check
	063940	07/23/25	DIX03 (DIXON LANDSCAPE MATERIALS IN		833.40	.00	833.40	Automatic Generated Check
	063941	07/23/25	EXP01 (EXPRESS SERVICES, INC.)		2,796.80	.00	2,796.80	Automatic Generated Check
	063942	07/23/25	FIR16 (FIREWORKS AMERICA)		9,000.00	.00	9,000.00	Automatic Generated Check
	063943	07/23/25	FLA00 (FLATLAND CONSTRUCTION)		10,000.00	.00	10,000.00	Automatic Generated Check
	063944	07/23/25	FOL02 (FOLSOM LAKE FORD)		65,071.69	.00	65,071.69	Automatic Generated Check
	063945	07/23/25	GEC01 (TOSHIBA FINANCIAL SERVICES)		3,032.38	.00	3,032.38	Automatic Generated Check
	063946	07/23/25	GRO01 (FERGUSON WATERWORKS)		559.33	.00	559.33	Automatic Generated Check
	063947	07/23/25	HOL05 (HOLT AG SOLUTIONS)		2,978.31	.00	2,978.31	Automatic Generated Check
	063948	07/23/25	HOM01 (HOMEWOOD HOLDINGS, LLC)		82.61	.00	82.61	Automatic Generated Check
	063949	07/23/25	INT03 (INTERSTATE OIL COMPANY)		4,367.44	.00	4,367.44	Automatic Generated Check
	063950	07/23/25	KAT11 (KATHLEEN BEAUFILS)		300.00	.00	300.00	Automatic Generated Check
	063951	07/23/25	KEN01 (KENNEDY/JENKS CONSULTANTS)		9,324.38	.00	9,324.38	Automatic Generated Check
	063952	07/23/25	LAF01 (YOLO COUNTY LAFCO)		8,970.00	.00	8,970.00	Automatic Generated Check
	063953	07/23/25	LCA01 (LC ACTION POLICE SUPPLY, LTD		5,180.18	.00	5,180.18	Automatic Generated Check
	063954	07/23/25	LEG01 (LEGALSHIELD)		249.40	.00	249.40	Automatic Generated Check
	063955	07/23/25	LIF01 (LIFE-ASSIST, INC)		155.88	.00	155.88	Automatic Generated Check
	063956	07/23/25	LNCUR (LN CURTIS & SONS)		251.89	.00	251.89	Automatic Generated Check
	063957	07/23/25	LOP18 (DEBI LOPEZ)		4,000.00	.00	4,000.00	Automatic Generated Check
	063958	07/23/25	VOID (Voided Check)		.00	.00	.00	Automatic Generated Check
	063959	07/23/25	VOID (Voided Check)		.00	.00	.00	Automatic Generated Check
	063960	07/23/25	PAC07 (PACIFIC ACE HARDWARE)		1,267.19	.00	1,267.19	Automatic Generated Check
	063961	07/23/25	PAY01 (PAYMENTUS GROUP INC.)		2,898.38	.00	2,898.38	Automatic Generated Check
	063962	07/23/25	PGE00 (PACIFIC GAS & ELECTRIC CO)		8,839.56	.00	8,839.56	Automatic Generated Check
	063963	07/23/25	PIS01 (PISANIS AUTO PARTS)		811.34	.00	811.34	Automatic Generated Check
	063964	07/23/25	PIS02 (PISANI'S SERVICE)		1,224.40	.00	1,224.40	Automatic Generated Check
	063965	07/23/25	PIT01 (PITNEY BOWES INC)		1,975.76	.00	1,975.76	Automatic Generated Check
	063966	07/23/25	PMI00 (PROGRSSIVE MICROTECHNOLOGY I		795.00	.00	795.00	Automatic Generated Check
	063967	07/23/25	PON01 (PONTICELLO ENTERPRISES)		15,835.50	.00	15,835.50	Automatic Generated Check
	063968	07/23/25	PRO07 (PROFESSIONAL POOLS)		7,177.50	.00	7,177.50	Automatic Generated Check
	063969	07/23/25	PVS01 (UNIVAR USA INC.)		4,260.57	.00	4,260.57	Automatic Generated Check
	063970	07/23/25	QUI01 (QUILL CORPORATION)		6,692.09	.00	6,692.09	Automatic Generated Check
	063971	07/23/25	SER04 (SERVICE 1ST OVERHEAD GARAGE		1,275.00	.00	1,275.00	Automatic Generated Check
	063972	07/23/25	SHR01 (STERICYCLE INC)		165.00	.00	165.00	Automatic Generated Check
	063973	07/23/25	SOL16 (SOLANO EDC)		3,750.00	.00	3,750.00	Automatic Generated Check
	063974	07/23/25	STA22 (STATE WATER RESOURCES CONTRO		230.00	.00	230.00	Automatic Generated Check
	063975	07/23/25	SUT02 (SUTTER BUTTES COMMUNICATIONS		75.08	.00	75.08	Automatic Generated Check
	063976	07/23/25	TOR06 (TORCELLO APRTMENTS)		2,817.99	.00	2,817.99	Automatic Generated Check

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-25	063976	07/24/25	TOR06 (TORCELLO APRTMENTS)		(2,817.99)	.00	(2,817.99)	Ck# 063976 Reversed
	063977	07/23/25	TOS02 (TOSHIBA FINANCIAL SERVICES)		1,762.74	.00	1,762.74	Automatic Generated Check
	063978	07/23/25	TYL00 (TYLER TECHNOLOGIES, INC)		145.00	.00	145.00	Automatic Generated Check
	063979	07/23/25	UND01 (UNDERGROUND SERVICE ALERT OF		1,328.78	.00	1,328.78	Automatic Generated Check
	063980	07/23/25	USA01 (USA BLUEBOOK)		461.66	.00	461.66	Automatic Generated Check
	063981	07/23/25	WAL04 (UNIVERSAL ENGINEERING SCIENC		440.00	.00	440.00	Automatic Generated Check
	063982	07/23/25	WAV01 (WAVE BROADBAND)		4,549.86	.00	4,549.86	Automatic Generated Check
	063983	07/23/25	WIN04 (WINTERS PRINTING)		2,381.50	.00	2,381.50	Automatic Generated Check
	063984	07/23/25	WIN0A (CITY OF WINTERS-UTILITIES)		10,069.56	.00	10,069.56	Automatic Generated Check
	063985	07/23/25	WOO02 (WOODLAND FORD)		6,986.38	.00	6,986.38	Automatic Generated Check
	063986	07/23/25	WOO05 (WOOD RODGERS)		27,838.11	.00	27,838.11	Automatic Generated Check
	063987	07/23/25	YCP01 (YCPARMIA)		1,589.84	.00	1,589.84	Automatic Generated Check
	063988	07/23/25	YOL0W (YOLO COUNTY INNOVATION AND T		210.00	.00	210.00	Automatic Generated Check
	063989	07/23/25	ZAC02 (ZACHARY DAVIS)		767.70	.00	767.70	Automatic Generated Check
	063990	07/24/25	TOR06 (TORCELLO APRTMENTS)		15.98	.00	15.98	Automatic Generated Check
	063991	07/30/25	FAS04 (FAST EDDIES DIESEL ENGINE PE		13,801.27	.00	13,801.27	Automatic Generated Check
	063992	07/31/25	PSO01 (PSOMAS)		3,185.00	.00	3,185.00	Automatic Generated Check
	EFT072	07/11/25	PER01 (PERS)		29,362.02	.00	29,362.02	PERS ALLOCATIONS PPE 06/2
	EFT725	07/09/25	PER01 (PERS)		47,660.11	.00	47,660.11	PERS HEALTH FOR JULY,2025
	EFT726	07/28/25	PER01 (PERS)		654,902.00	.00	654,902.00	PERS UNFUNDED ACCRUED LIA
	EFT727	07/29/25	PER01 (PERS)		29,727.79	.00	29,727.79	PERS ALLOCATIONS FOR PPE
			Total for Bank Account 10100 ----->		1,659,409.75	.00	1,659,409.75	
			Grand Total of all Bank Accounts ----->		1,659,409.75	.00	1,659,409.75	

Client ID: 80466 - CITY OF WINTERS
Pay Group: Bi-Weekly
Check Date: 7/11/2025
Run Date: 7/9/2025 **Run Number:** 14

PAYROLL SUMMARY

CITY OF WINTERS

Period Begin Date: 6/23/2025
Period End Date: 7/6/2025
Pay Period: 1
Payroll Type: Regular Payroll

*** PAYROLL FUNDING ***

Debit Type	Bank Name	Transit Routing #	Bank Account #	Counts	Amount	ACH Debit
Checks	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]	7	$2,886.52	$0.00
Direct Deposits	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]	71	$0.00	$115,100.85
Totals:				**78**	**$2,886.52**	**$115,100.85**
Tax Liabilities	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]		$0.00	$50,936.07
Third Party Checks	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]	4	$6,316.96	$0.00
Third Party Electronic Payment	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]	3	$0.00	$2,447.92
Payroll Billing	FIRST NORTHERN BANK OF DIXON	[redacted]	[redacted]		$0.00	$266.17
Totals:				**7**	**$6,316.96**	**$53,650.16**

Total ACH Debit:	**Impound Date: 7/10/2025**	**$168,751.01**
Total Payroll Funding (all items):		**$177,954.49**

*** PAYROLL TOTALS ***

Payroll Totals		Totals By Check Type		Counts By Check Type		Employee Counts	
Net Pay Checks	$2,886.52	Total Live Checks	$2,886.52	Total Live Checks	7	Active Employees Paid	67
Direct Deposits	$115,100.85	Additional Checks	$3,922.23	Additional Checks	0	Inactive Employees Paid	0
****** Total Net Payroll**	**$117,987.37**	Manual Checks	$0.00	Manual Checks	0	Terminated Employees Paid	0
		Void Checks/Direct Deposits	$0.00	Void Checks	0	Total Employees Paid	67
Total Taxes	$50,936.07	Third Party Sick Checks	$0.00	Third Party Sick Checks	0	Active Employee Count	86
****** Total Payroll**	**$168,923.44**	Adjustments	$0.00	Adjustments	0	Inactive Employee Count	0
		Direct Deposits (71)	$115,100.85	Vouchers (Direct Deposit)	66	Terminated Employee Count	8
Payroll Adjustments	$0.00	Total Third Party Pays	$8,764.88	Total Third Party Payments	7	Total Employee Count	94
****** Adjusted Total**	**$168,923.44**	Total Third Party Void Checks	$0.00	Total Third Party Voids	0	Employees Paid this Month	67
				Zero Net Checks	0	Active Employees this Month	87
						Employees with W2 Data	94
						Active Employees Not Paid	19
						Active (Hired) EEs Not Paid	19

CITY COUNCIL
STAFF REPORT

TO: Honorable Mayor and Council Members

DATE: December 16, 2025

FROM: Jeremy Craig, City Manager

SUBJECT: Council Adoption of a California Environmental Quality Act Initial Study/ Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program Incorporated, and Approval of Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project Advancing to Next Design and Construction Phases

RECOMMENDATION:
As the first action, it is recommended that the City Council adopt the California Environmental Quality Act (CEQA) Initial Study/ Mitigated Negative Declaration (IS/MND) for Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project and accompanying Mitigation Monitoring and Reporting Program (Attachments 2 and 3; Sections 1 through 3 of Resolution).

As a second action, it is recommended that the City Council recommend Caltrans approve the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project to move into the Plans, Specifications and Estimates (PS&E) and Right of Way acquisition phases (Sections 4 and 5 of Resolution). Resolution 2025-68 is included as Attachment 1 for your consideration and execution.

BACKGROUND:
In 2022, the City received $2 million in federal funding earmarked towards the design and construction of an active transportation project to provide a bike and pedestrian crossing over the I-505 overpass at the edge of the City of Winters. While this overcrossing will serve as a gateway to the Winters community, it is not within the City limits but is within an adjacent unincorporated area in Yolo County. The City began project approval and environmental work in 2022 in coordination with Yolo County and Caltrans. A 30-day public

review period for the Draft IS/MND began on January 13, 2025 and ended on February 11, 2025 (SCH #2025010344). A single comment letter, dated February 11, 2025, was received from the Central Valley Regional Water Quality Control Board; the letter is included here as Attachment 4 for your review and consideration prior to adoption of the IS/MND and approval for the Project to advance. The Mitigation Monitoring and Reporting Program (MMRP) is required to be incorporated and included in Attachment 3.

DISCUSSION:

The Project Approval and Environmental Document (PA&ED; Final Report, Attachment 5) phase has completed preliminary environmental and engineering design studies. The final steps towards completion of this project phase is for the City Council, as the project CEQA Lead Agency, to adopt the IS/MND, approve the Project to move forward, and then send both to Caltrans who will then approve the Project Report and close out this phase. This would allow the project to advance to the final design phase. Yolo County and Caltrans have agreed to carry the project forward through the final design, right-of-way acquisition and construction phases of the project.

FISCAL IMPACT:

The City utilized approximately $250,000 of the federal funding earmarked to complete the project approval and environmental design work by the end of calendar year 2025. The remaining $1.75 million dollars will be used by Yolo County to complete the final design, right-of-way acquisition, and other steps necessary to receive additional funding for the construction of the project.

ATTACHMENTS:

Attachment 1 - Resolution 2025-68 Adoption of the IS/MND and Approval of the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

Attachment 2 – Draft IS/MND Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

Attachment 3 – Mitigation Monitoring Reporting Program as Incorporated into the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

Attachment 4 – Central Valley Regional Water Quality Control Board comment letter dated February 11, 2025

Attachment 5 – Draft Final Project Report for the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

RESOLUTION 2025-68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WINTERS TO ADOPT THE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION AND APPROVE THE GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT

WHEREAS, the City of Winters (City) has proposed the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project (the "Project"); and

WHEREAS, the City determined that an Initial Study/ Mitigated Negative Declaration (IS/MND) should be prepared for the Project pursuant to the California Environmental Quality Act (CEQA; Public Resources Code 21000 et seq.); and

WHEREAS, the City is the Lead Agency for the IS/MND; and

WHEREAS, the IS/MND has been prepared and considered in conformance with CEQA and the CEQA Guidelines, with independent preparation by a City-retained CEQA consultant and application of the independent comment and judgment of both City staff and City Council; and

WHEREAS, on January 13, 2025, the Draft IS/MND was distributed to the public for review and comment for a 30-day review ending February 11, 2025, during which all written public comments were welcomed; and

WHEREAS, the Mitigation Monitoring and Reporting Program (MMRP) has been incorporated into the conditions of approval for the Project; and

WHEREAS, the IS/MND addresses the potential for significant environmental effects of the Project in the areas of: Aesthetics, Agricultural Land, Air Quality, Archeological/Tribal Cultural Resources, Biological Resources, Forest Land/ Fire Hazard, Geology/Soils (paleontological resources), Minerals, Noise, Population and Housing, Public Services, Recreation, Hazards and Hazardous Materials, Transportation, Water Quality, Land Use, Energy, and Greenhouse Gases; and

WHEREAS, one written comment letter on the Project's Draft IS/MND was received from the Central Valley Regional Water Quality Control Board, and is being considered by this Council as part of the IS/MND adoption; and

WHEREAS, the Final IS/MND and a Notice of Determination (NOD) filing document were presented to the City Council and City Council has reviewed and considered the information in the Final IS/MND, including attachments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Winters as follows:

Section 1. The IS/MND reflects the independent judgment of the City Council.

Section 2. The IS/MND for the Grant Avenue/State Route 128/Russell Boulevard Bike And Pedestrian Improvements Project and accompanying MMRP are hereby adopted.

Section 3. Based on the information provided in the IS/MND, the incorporated MMRP, and information received during the public review process, the City Council of the City of Winters finds that there is no substantial evidence that the Project, as conditioned, may have a significant effect on the environment.

Section 4. The City Council approves the Grant Avenue/State Route 128/Russell Boulevard Bike And Pedestrian Improvements Project to move forward into the next phases of Project design, right of way acquisition and construction.

Section 5. The City Clerk shall certify the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council, City of Winters, the 16th day of December 2025 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
Albert Vallecillo, Mayor

ATTEST:

_____
Jeremy Craig, City Clerk

INITIAL STUDY WITH MITIGATED NEGATIVE DECLARATION

GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT



Prepared by

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

Prepared for -City of Winters

December 2025

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GENERAL INFORMATION ABOUT THIS DOCUMENT

What's in this document:

The City of Winters (City), in cooperation with Yolo County and the California Department of Transportation (Caltrans), is proposing to construct the Grant Avenue/State Route (SR) 128/Russell Boulevard (Blvd) Bike and Pedestrian Improvements Project (project) in unincorporated Yolo County and Winters, California. The document explains the proposed project alternatives; the existing environment that could be affected by the project; potential impacts; and proposed avoidance, minimization, and/or mitigation measures.

The Draft Initial Study was circulated to the public for comments from January 13, 2025, to February 11, 2025. All written comments received by the City of Winters have been included in Appendix D. When comments warranted changes to the Initial Study, those changes are indicated by a vertical bar in the left margin.

Project Description

The project includes bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/County Road (CR) 32 and Fredericks Drive in unincorporated Yolo County.

The purpose of the project is to provide a dedicated pedestrian and bicycle facility across Interstate 505 (I-505) connecting residences east of the freeway with schools and businesses on Main Street. The project would also provide part of a regional bicycle trail connecting the City of Winters with areas of Yolo County and the City of Davis.

Alternative 1 (1A, 1B, 1C)

Alternatives 1A, 1B, and 1C propose to construct complete streets improvements along the project corridor. Roadway improvements throughout the project corridor would include curb, gutter, and sidewalk. The project would also install a Class 1 multi-use path between Morgan Street and East Main Street, where the path would connect with the existing multi-use path spanning East Main Street to Matsumoto Lane. Class 2 bike lanes would be installed between Matsumoto Lane and I-505 northbound off-ramp intersections. Between the I-505 northbound off-ramp and Fredericks Drive intersections, the project would construct a Class 1 multi-use path for bicycles and pedestrians with Americans with Disabilities Act (ADA) improvements. In addition, the project would widen the existing bridge structure (Bridge No. 22-110) over I-505, which would include new bicycle, pedestrian and safety improvements. The bridge would be widened with either a cast-in-place concrete box girder to match the existing structure type, or with precast/pre-stressed wide flange concrete girders. Additional concrete columns and pile foundations at the bents would be required to support the widened bridge deck, as well as widened concrete abutments with additional pile foundations. The existing overcrossing would be widened entirely on the south side, with approximately 26 feet of additional bridge deck added to the overall structure width. An 8-foot-wide sidewalk would be added to the south side of the overcrossing and 8-foot-wide Class 2 bikes lanes would be added on both the north and south side. Lane channelization improvements are proposed in the eastbound direction on the west and east side of the interchange including a new right turn pocket onto the southbound I-505 on-ramp and new signalized right turn pocket for the northbound I-505 loop on-ramp. Additional project work includes storm drain modifications to accommodate the other improvements, paving, striping, and sign installation.

Alternatives 1A, 1B, and 1C include the above improvements, with the following additional roadway improvements:

- Alternative 1A: the project would install a pedestrian activated warning device (rectangular rapid flashing beacon or similar) at the northbound I-505 loop on-ramp crossing.
- Alternative 1B: the project would remove the existing raised island east of the interchange and construct a pedestrian refuge between the northbound I-505 on-ramp and off ramp.
- Alternative 1C: the project would remove the existing raised island east of the interchange and construct ADA improvements. Additionally, this alternative would close and remove the existing eastbound to northbound I-505 loop on-ramp.

Existing utilities in conflict with the proposed project would be relocated. Specifically, PG&E gas lines, City of Winters water lines, and AT&T underground phone and fiber lines may require relocation. The PG&E gas line relocations and AT&T underground would require trench excavation depths up to approximately 12 feet deep, and approximately 20 to 25 feet downstream or upstream of the proposed bridge. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment.

Temporary construction easements would be needed throughout the project site and construction staging would take place within Caltrans and Yolo County right-of-way and adjacent privately owned parcels, where necessary. Minor permanent right-of-way acquisitions are anticipated

Alternative 2

Alternative 2 proposes to construct complete streets improvements along the project corridor. Roadway improvements throughout the project corridor would include curb, gutter, and sidewalk, and the project would construct a Class 1 multi-use path for bicycles and pedestrians with ADA improvements between Morgan Street and Fredericks Drive intersections. In addition, the project would construct a new pedestrian overcrossing over I-505, which would include new bicycle, pedestrian and safety improvements. The new overcrossing would be a two-span structure using precast/pre-stressed wide flange concrete girders with a concrete deck for the superstructure. The substructure would consist of concrete abutments on pile foundations, and a single concrete column bent on pile foundations placed in the median of I-505. The bridge would have a clear width of 12 feet between concrete curbs with chain link railing along both edges of the deck. Channelization improvements are proposed on the west side of the interchange including a new right turn pocket onto the southbound I-505 on-ramp. Additional project work includes storm drain modifications, paving, striping, and sign installation.

Existing utilities in conflict with the proposed project would be relocated. Specifically, PG&E gas lines, City of Winters water lines, and AT&T underground phone and fiber lines may require relocation. The PG&E gas line relocations and AT&T underground would require trench excavation depths up to approximately 6 feet deep. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment.

Temporary construction easements would be needed throughout the project site and construction staging would take place within Caltrans and Yolo County right-of-way and adjacent privately owned parcels, where necessary. Minor permanent right-of-way acquisitions are anticipated.

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LIST OF ABBREVIATIONS

AB	Assembly Bill
ACE	Area of Conservation Emphasis
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AIRFA	American Indian Religious Freedom Act
APE	Area of Potential Effects
ASR	Archaeological Survey Report
BMPs	Best Management Practices
Blvd	Boulevard
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CalNAGPRA	California Native American Grave Protection and Repatriation Act
CARB	California Air Resources Board
CCRD	Caltrans Cultural Resources Database
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CHRIS	California Historical Resources Information System
City	City of Winters
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
County	Yolo County
Conservancy	Yolo Habitat Conservancy
CR	County Road
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CVFPB	Central Valley Flood Protection Board
CWA	Clean Water Act
District	Yolo-Solano Air Quality Management District
DTSC	California Department of Toxic Substances
DWR	California Department of Water Resources
EO	Executive Order
EOP	Emergency Operations Plan
ERIS	Environmental Risk Information Services
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rates Maps
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program

GHG	Greenhouse Gases
HPD	Historic Properties Data
HPSR	Historic Property Survey Report
HREC	Historical Recognized Environmental Condition
HRER	Historical Resources Evaluation Report
HUC	Hydrologic Unit Code
I-505	Interstate 505
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
ITA	Indian Trust Asset
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MTIP	Metropolitan Transportation and Improvement Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCPA	Natural Community Conservation Planning Act
NEPA	National Environmental Policy Act
NESMI	Natural Environment Study, Minimal Impact
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
Plan	Complete Streets Concept Plan
project	Grant Avenue/State Route (SR) 128/Russell Boulevard (Blvd) Bike and Pedestrian Improvements Project
REC	Recognized Environmental Condition
RCEM	Roadway Construction Emissions Model
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SMAQMD	Sacramento Metropolitan Air Quality Management District
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCP	Traditional Cultural Properties
TCL	Traditional Cultural Landscapes
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
VHT	Vehicle Hours Traveled
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WoS	Waters of the State
WOTUS	Waters of the United States
Yolo HCP/NCCP	Yolo Habitat Conservation Plan and Natural Community Conservation Plan

1.0 Introduction

1.1 Project History

The City of Winters (City), in cooperation with Yolo County and the California Department of Transportation (Caltrans), is proposing to construct the Grant Avenue/State Route (SR) 128/Russell Boulevard (Blvd) Bike and Pedestrian Improvements Project (project) in the City of Winters and unincorporated Yolo County, California. The project includes bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/County Road (CR) 32 and Fredericks Drive in unincorporated Yolo County. The City is the CEQA lead agency for the project.

Grant Avenue/SR 128 is the principal east-west arterial traversing the City of Winters. The road changes names from "Grant Avenue/SR 128" to "Russell Blvd/CR 32" when it crosses I-505 to the east of Winters. In 2010, Caltrans, the City of Winters, Yolo County, and consultants developed a community-based Complete Streets Concept Plan (Plan) for the corridor. Some elements of the Plan, such as the roundabout at Walnut Lane, have already been implemented.

The project is listed in the Metropolitan Transportation and Improvement Plan (MTIP) for the Sacramento Area Council of Governments, and the total estimated cost to implement the Build Alternative is approximately $11.3 million. The project is funded with Regional Active Transportation Program and Regional Surface Transportation Program grant funds and local Traffic Impact Fees. As such, a key component of the project involves bicycle and pedestrian improvements as well as greenhouse gas reduction characteristics.

A Project Study Report – Project Development Support (PSR-PDS) was prepared in 2018 for the programming of the capital outlay support cost through the Project Approval and Environmental Document (PA&ED) phase. Once the environmental document is approved by the City, and the Project Report is approved by Caltrans, the project would be clear to advance into Final Design phase. Construction would follow completion of final design, and after enough funding has been obtained.

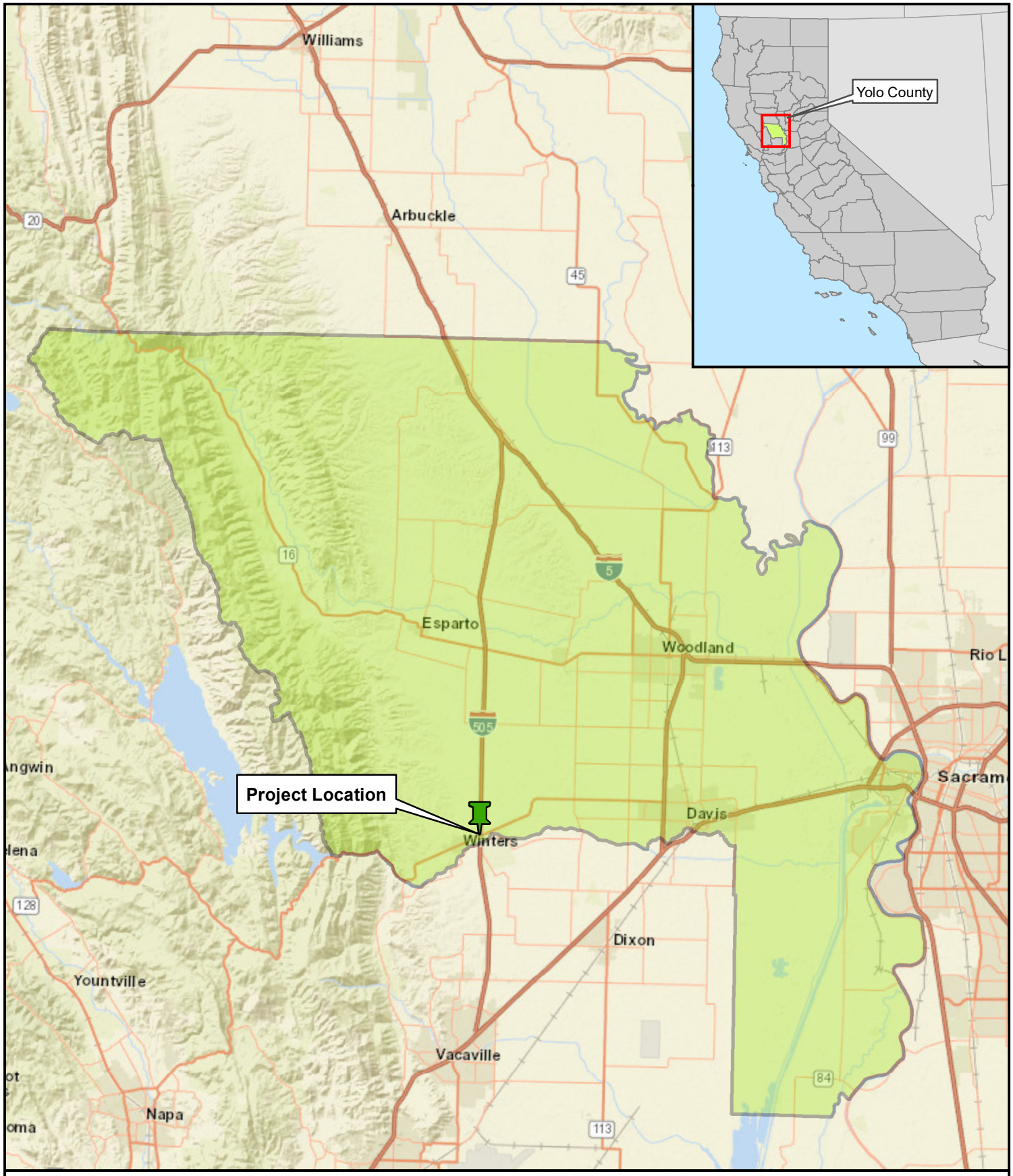

FIGURE 1
REGIONAL LOCATION
GRANT AVE./SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT
YOLO COUNTY, CALIFORNIA
JULY 2024

0 2.5 5 10
Miles

NORTH

WOOD RODGERS

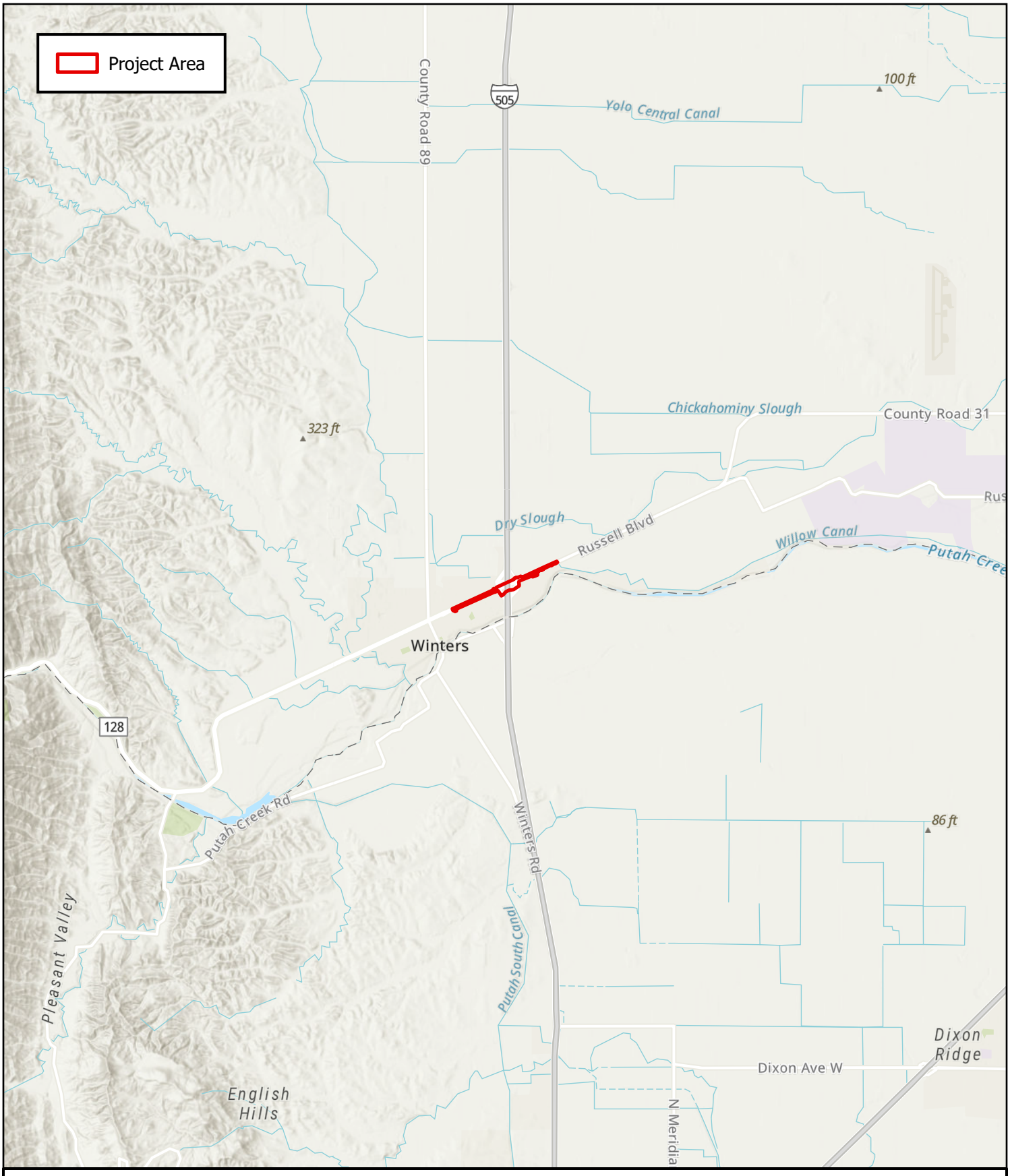

FIGURE 2

PROJECT LOCATION

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT
YOLO COUNTY, CALIFORNIA
JULY 2024

0 0.5 1 2
Miles

NORTH

WOOD RODGERS

1.4 Project Description

1.4.1 Build Alternative 1A, 1B, and 1C

Alternatives 1A, 1B, and 1C propose to construct complete streets improvements along the project corridor. Roadway improvements throughout the project corridor would include curb, gutter, and sidewalk. The project would also install a Class 1 multi-use path between Morgan Street and East Main Street, where the path would connect with the existing multi-use path spanning East Main Street to Matsumoto Lane. Class 2 bike lanes would be installed between Matsumoto Lane and I-505 northbound off-ramp intersections. Between the I-505 northbound off-ramp and Fredericks Drive intersections, the project would construct a Class 1 multi-use path for bicycles and pedestrians with ADA improvements. In addition, the project would widen the existing bridge structure (Bridge No. 22-110) over I-505, which would include new bicycle, pedestrian and safety improvements. The bridge would be widened with either a cast-in-place concrete box girder to match the existing structure type, or with precast/pre-stressed wide flange concrete girders. Additional concrete columns and pile foundations at the bents would be required to support the widened bridge deck, as well as widened concrete abutments with additional pile foundations. The existing overcrossing would be widened entirely on the south side, with approximately 26 feet of additional bridge deck added to the overall structure width. An 8-foot-wide sidewalk would be added to the south side of the overcrossing and 8-foot-wide Class 2 bikes lanes would be added on both the north and south side. Lane channelization improvements are proposed in the eastbound direction on the west and east side of the interchange including a new right turn pocket onto the southbound I-505 on-ramp and new signalized right turn pocket for the northbound I-505 loop on-ramp. Additional project work includes storm drain modifications to accommodate the other improvements, paving, striping, and sign installation.

Alternatives 1A, 1B, and 1C include the above improvements, with the following additional roadway improvements:

- Alternative 1A: the project would install a pedestrian activated warning device (rectangular rapid flashing beacon or similar) at the northbound I-505 loop on-ramp crossing.
- Alternative 1B: the project would remove the existing raised island east of the interchange and construct a pedestrian refuge between the northbound I-505 on-ramp and off ramp.
- Alternative 1C: the project would remove the existing raised island east of the interchange and construct ADA improvements. Additionally, this alternative would close and remove the existing eastbound to northbound I-505 loop on-ramp.

Existing utilities in conflict with the proposed project would be relocated. Specifically, PG&E gas lines, City of Winters water lines, and AT&T underground phone and fiber lines may require relocation. The PG&E gas line relocations and AT&T underground would require trench excavation depths up to approximately 12 feet deep, and approximately 20 to 25 feet downstream or upstream of the proposed bridge. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment.

Temporary construction easements would be needed throughout the project site and construction staging would take place within Caltrans and Yolo County right-of-way and adjacent privately owned parcels, where necessary. Minor permanent right-of-way acquisitions are anticipated.

1.4.2 Build Alternative 2

Alternative 2 proposes to construct complete streets improvements along the project corridor. Roadway improvements throughout the project corridor would include curb, gutter, and sidewalk, and the project would construct a Class 1 multi-use path for bicycles and pedestrians with ADA improvements between Morgan Street and Fredericks Drive intersections. In addition, the project would construct a new pedestrian overcrossing over I-505, which would include new bicycle, pedestrian and safety improvements. The new overcrossing would be a two-span structure using precast / pre-stressed wide flange concrete girders with a concrete deck for the superstructure. The substructure would consist of concrete abutments on pile foundations, and a single concrete column bent on pile foundations placed in the median of I-505. The bridge would have a clear width of 12 feet between concrete curbs with chain link railing along both edges of the deck. Channelization improvements are proposed on the west side of the interchange including a new right turn pocket onto the southbound I-505 on-ramp. Additional project work includes storm drain modifications, paving, striping, and sign installation.

Existing utilities in conflict with the proposed project would be relocated. Specifically, PG&E gas lines, City of Winters water lines, and AT&T underground phone and fiber lines may require relocation. The PG&E gas line relocations and AT&T underground would require trench excavation depths up to approximately 6 feet deep. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment.

Temporary construction easements would be needed throughout the project site and construction staging would take place within Caltrans and Yolo County right-of-way and adjacent privately owned parcels, where necessary. Minor permanent right-of-way acquisitions are anticipated.

1.4.3 No-Build Alternative

The No-Build Alternative would result in no bicycle, pedestrian or safety improvements along the Grant Avenue/SR 128/Russell Blvd, and safety concerns for non-vehicular modes of transportation would remain through the area.

1.5 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Table 1. Permits and Approvals Needed

Agency	Permit/Approval	Status
Regional Water Quality Control Board	Clean Water Act Section 402 NPDES General Construction Permit	To be obtained prior to construction
Yolo-Solano Air Quality Management District	Authority to Construct Permit	To be obtained prior to construction
Yolo Habitat Conservancy	Certificate of Compliance	To be obtained prior to construction
California Department of Transportation	Encroachment Permit	To be obtained prior to construction

FIGURE 3

ALTERNATIVE 1

PROJECT FEATURES

PAGE 1 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024

Project Area
Caltrans ROW Boundary

Project Features
- Proposed Fenceline
- Proposed Cut and Fill
- Proposed Drain Flow
- Proposed Edge of Pavement
- Proposed Gutter Flow
- Proposed Curb
- Proposed Roadway Markings
- Proposed Roadway Striping
- Proposed Drainage Ditch
- Proposed Sidewalk DWS
- Proposed Electric Sidewalk Indicator
- Proposed Edge of Sidewalk

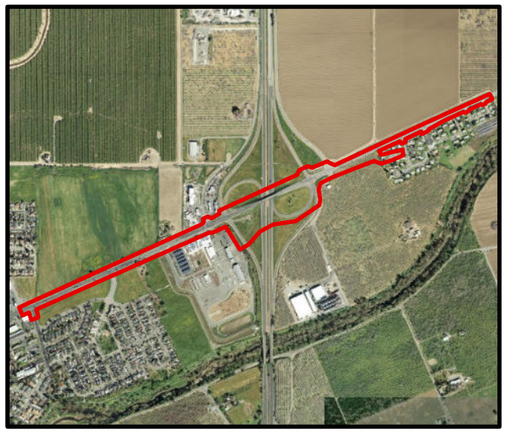

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FIGURE 3

ALTERNATIVE 1

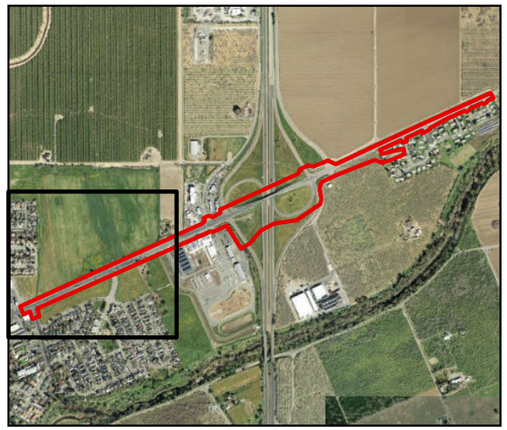
PROJECT FEATURES

PAGE 2 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024





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Project Area
Caltrans ROW Boundary

Project Features

Proposed Fenceline
Proposed Cut and Fill
Proposed Drain Flow
Proposed Edge of Pavement
Proposed Gutter Flow
Proposed Curb
Proposed Roadway Markings
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Proposed Drainage Ditch
Proposed Sidewalk DWS
Proposed Electric Sidewalk Indicator
Proposed Edge of Sidewalk

Matsumoto Ln
I-505
Buckeye Rd
Rd 90A
Matchline - See Page 2
Matchline - See Page 4

FIGURE 3

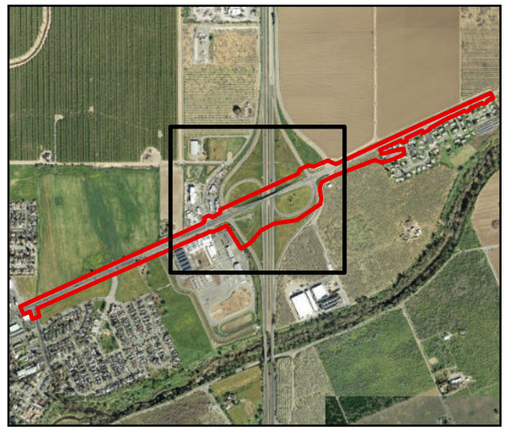
ALTERNATIVE 1

PROJECT FEATURES

PAGE 3 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024



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Project Area
Caltrans ROW Boundary

Project Features

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Proposed Sidewalk DWS
Proposed Electric Sidewalk Indicator
Proposed Edge of Sidewalk

Fredericks Dr
Shams Way
Myrtle Dr
Brinley Dr
Russell Blvd./CR 32

Matchline - See Page 3

FIGURE 3

ALTERNATIVE 1

PROJECT FEATURES

PAGE 4 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024

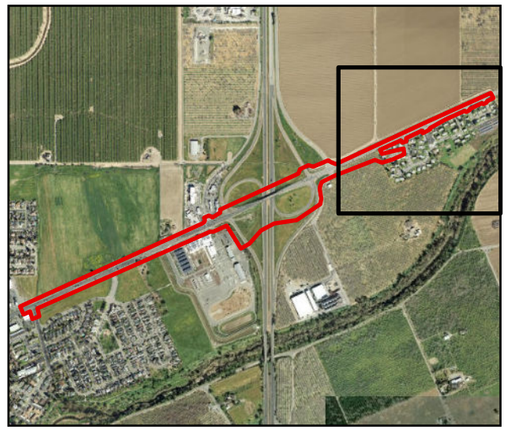

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FIGURE 4

ALTERNATIVE 2

PROJECT FEATURES

PAGE 1 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024

Project Area
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- Proposed Electric Sidewalk Indicator
- Proposed Edge of Sidewalk

Page 2
Page 3
Page 4

Grant Ave/SR 128
E. Baker St
E. Main St
Morgan St
Timber Crest Rd
Matsumoto Ln
Buckeye Rd
Rd 90A
Russell Blvd/CR 32
Brinley Dr
Shams Way
Myrtle Dr
Fredericks Dr
I-505

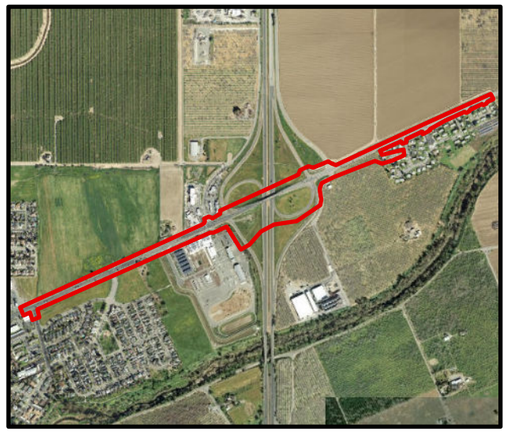

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FIGURE 4

ALTERNATIVE 2

PROJECT FEATURES

PAGE 2 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
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CITY OF WINTERS
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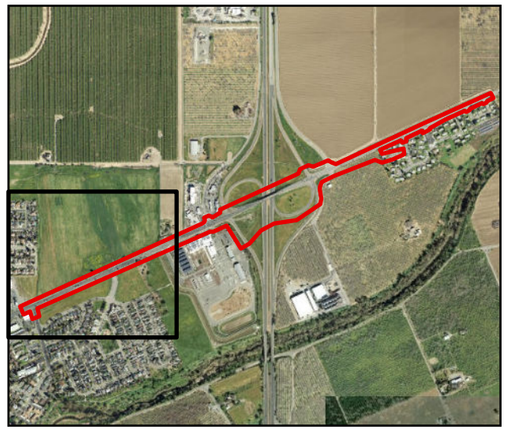

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Project Area
Caltrans ROW Boundary

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Matchline - See Page 4
Matchline - See Page 2

FIGURE 4

ALTERNATIVE 2

PROJECT FEATURES

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GRANT AVE/SR 128/RUSSELL BLVD.
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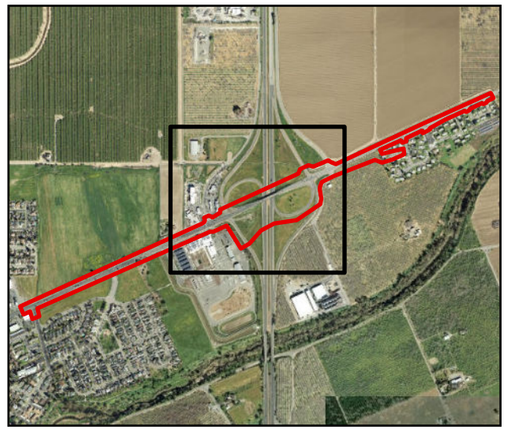

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FIGURE 4

ALTERNATIVE 2

PROJECT FEATURES

PAGE 4 OF 4

GRANT AVE/SR 128/RUSSELL BLVD.
BIKE AND PEDESTRIAN
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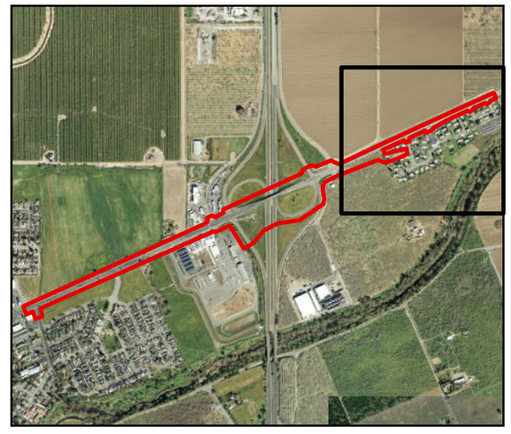

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2.0 CEQA Initial Study Environmental Checklist Form

1. **PROJECT NAME:** Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvements Project

2. **LEAD AGENCY / PROJECT APPLICANT**

   City of Winters
   318 1st Street
   Winters, CA 95694

3. **LEAD AGENCY CONTACT PERSON:**

   Mr. Paul Gervacio, PE, Project Manager, (916) 788-4877, pgervacio@psomas.com

4. **PROJECT LOCATION:** The project is located from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/CR 32 and Fredericks Drive in unincorporated Yolo County.

5. **GENERAL PLAN LAND USE DESIGNATION:**
   City of Winters - Public Quasi Public (PQP) and Highway Service Commercial (HSC)
   Yolo County - Agriculture (AG), and Residential Medium (RM)

6. **ZONING:**

   City of Winters - Public Quasi Public (PQP), Highway Service Commercial (HSC), Neighborhood Commercial (C-1), Open Space (O-S), Business Park (B-P), and Central Business District (C-2)
   Yolo County - Agricultural Intensive (A-N) and Medium Density Residential (R-M)

7. **PROJECT DESCRIPTION:** The City of Winters, in cooperation with Yolo County and Caltrans is proposing to construct bike and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Boulevard/County Road 32 and Fredricks Drive in unincorporated Yolo County.

8. **ENVIRONMENTAL SETTING/SURROUNDING LAND USES:** The land use adjacent to the proposed project site is primarily commercial and agricultural but includes residential areas near the eastern terminus of the project site within the Villas at El Rio community, as well as near the western terminus of the project site on Morgan Street.

   Grant Avenue/SR 128 is the principal east-west arterial traversing the City of Winters. The road changes names from "Grant Avenue/SR 128" to "Russell Blvd/CR 32" when it crosses I-505 to the east of Winters. In 2010, Caltrans, the City of Winters, Yolo County, and consultants developed a community-based Complete Streets Concept Plan (Plan) for the corridor. Some elements of the Plan such as the roundabout at Walnut Lane have been implemented.

9. **OTHER REQUIRED AGENCY APPROVALS (e.g., permits, financing approval, or participation agreement.):** Regional Water Quality Control Board, Yolo-Solano Air Quality Management District, Yolo Habitat Conservancy Certificate of Compliance

10. CALIFORNIA NATIVE AMERICAN TRIBES CONSULTATION:

a. Have California Native American Tribes traditionally and culturally affiliated with the project site requested consultation pursuant to Public Resources Code Section 21080.3.1?

☒ Yes ☐ No

b. If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

☒ Yes ☐ No

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION: 2018 Preliminary Environmental Assessment Report (PEAR); 2022 PEAR Update Memorandum

12. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Less-Than-Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Greenhouse Gas Emissions**	☐ **Public Services**
☐ **Agriculture & Forestry Resources**	☒ **Hazards/Hazardous Materials**	☐ **Recreation**
☐ **Air Quality**	☐ **Hydrology/Water Quality**	☐ **Transportation**
☒ **Biological Resources**	☐ **Land Use & Planning**	☒ **Tribal Cultural Resources**
☒ **Cultural Resources**	☐ **Mineral Resources**	☐ **Utilities/Service Systems**
☐ **Energy**	☐ **Noise**	☐ **Wildfire**
☐ **Geology/Soils**	☐ **Population & Housing**	☒ **Mandatory Findings of Significance**

13. PREPARATION: This Initial Study for the subject project was prepared by:



02/19/2025

Andrew Dellas, PWS, Senior Biologist / Environmental Planner — Date
Wood Rodgers, Inc.

14. DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

Based on the initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

A copy of the Initial Study documenting reasons to support the Mitigated Negative Declaration is on file at the City of Winters City Hall, 318 1st Street, Winters, CA 95694.



12/10/25

Paul Gervacio, PE
Project Manager, PSOMAS, Inc.
City of Winters

Date

Evaluation of Environmental Impacts

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation, Less Than Significant Impact, and No Impact. In many cases, background investigation performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

9. Tribal consultation, if requested as provided in Public Resources Code Section 21080.3.1, must begin prior to release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Information provided through tribal consultation may inform the lead agency's assessment as to whether tribal cultural resources are present, and the significance of any potential impacts to such resources. Prior to beginning consultation, lead agencies may request information from the Native American Heritage Commission regarding its Sacred Lands File, per Public Resources Code sections 5097.9 and 5097.94, as well as the California Historical Resources Information System administered by the California Office of Historic Preservation.

2.1 AESTHETICS

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

AFFECTED ENVIRONMENT

A Minor Level Visual Impact Assessment (VIA) was completed for this proposed project in April 2024 to evaluate the potential visual effects of the project (Wood Rodgers, 2024a) The project site is regionally located at the western edge of the Sacramento Valley where the general landscape is valley and general land cover is agricultural and residential. The land use adjacent to the project site is primarily commercial and agricultural land uses, but the area also includes residential land uses near the eastern edge of the project site consisting of the Villas at El Rio community, and near the western edge of the project site on Morgan Street.

There are no designated State Scenic Highways within or near the project site. California SR 128 is listed as an eligible State Scenic Highway at the western edge of the project site from the intersection of Grant Avenue and Morgan Street until northbound I-505. East of northbound I-505, the roadway is not listed as an eligible State Scenic Highway.

Alternative Analysis
Project effects related to aesthetics for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 is similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to aesthetics.

DISCUSSION

a) Would the project have a substantial adverse effect on a scenic vista?

No impact. The City of Winters General Plan (1992) does not specifically designate any scenic viewsheds within the city. For analysis purposes, a scenic vista can be defined as a view that has aesthetic and visual qualities that are of high value to the community and are generally seen from an elevated point or open area. These can be a view of natural features, significant buildings, or structures. An example of a scenic vista within the City is Stebbins Cold Canyon Reserve, which showcases mountaintop views of Lake Berryesa, and is located approximately 6.7 miles west of the project site. The project would impact no formal or informal scenic vistas, as none are present in the corridor or in view of the corridor. Therefore, no impact would occur related to this threshold and no mitigation is required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. At the project site, SR 128 is not officially designated as a State Scenic Highway, and there are no other officially designated state scenic highways within view of the project site. The closest officially designated state scenic highway to the project site is Route 160, which is located approximately 25 miles southeast of the project site. Therefore, no impact would occur related to this threshold and no mitigation is required.

c) Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant. The proposed project would rehabilitate an existing roadway; therefore, the project would be highly compatible with the existing conditions in the area. Adding ADA-compliant features, sidewalk, and street lighting would not degrade the existing visual character or quality of the project site. However, the project would potentially remove some mature street trees and large shrub screenings, which could alter the existing visual character for the public. No substantial degradation of the existing visual character or quality of public views would occur. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project's construction is expected to be completed during normal working daylight hours; however, certain construction activities may need to occur during limited nighttime working hours. However, all nighttime illumination sources would comply with standard Caltrans practices controlling illumination for public safety, and any light and glare from construction activities would be temporary. Also, in accordance with standard industry practice, construction night lighting would additionally be directed only into the active construction area to avoid potential light pollution to adjacent residences.

The project would include the addition of approximately 35 new streetlights within the project site. In existing conditions, there are 16 streetlights, which would bring the total number of streetlights within the project site to 51 post construction. Implementation of additional roadway lighting would create a new source of permanent nighttime light; however, new lighting is expected to improve nighttime visibility of the surrounding intersections and enhance roadway and pedestrian safety. Street lighting would be constructed consistent with City Standard Specifications to ensure lights are adequately shielded and lighting is directed down towards the roadway and not into adjacent residences. The proposed project would cause no substantial new source of lighting or glare that would adversely affect the views. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

AES-1: Landscape architecture considerations shall be implemented as directed by the Department's Highway Design Manual, Chapter 900, and the Department's Landscape Architecture PS&E Guide. As such, any highway planting, lighting plans, and aesthetic treatment would be incorporated into the project as appropriate. This would also include coordination between the Department's Landscape Architecture staff for areas within state right-of-way as well as with the City of Winters and Yolo County.

AES-2: Caltrans Standard Specifications (2022) "Erosion Control" would be followed during construction. At the conclusion of construction, areas of bare soil shall be hydroseeded with native seed mix to prevent or at least minimize erosion. Hydroseeding would follow Standard Special Provision 21-2.03D for Erosion Control (Hydroseed).

AES-3: Vegetation clearing would only occur within the delineated project boundaries in an effort to minimize impacts. Trees located in areas along the edge of the construction zone would be trimmed whenever possible and only those trees that lie within the active construction areas would be removed.

AES-4: All disturbed areas including staging of vehicles and equipment would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.

AES-5: Where feasible, construction lighting would be limited to within the area of work.

AES-6: The contractor would be required to maintain good housekeeping in and around construction sites, staging areas, and equipment storage areas.

MITIGATION MEASURES

No mitigation measures relating to aesthetics are required.

FINDINGS

The project would not adversely affect any designated scenic resource or vista, nor substantially change the current visual environment. The project would have **Less Than Significant Impact** relating to aesthetics and the measures provided above would further reduce visual changes caused by the project.

2.2 AGRICULTURE AND FOREST RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

A Farmlands Impact Memorandum (Wood Rodgers 2024b) was prepared for the project. The project site is approximately 38.04 acres in size, which includes the area that would be permanently and/or temporarily impacted by the proposed project. The project site contains the following acreages of farmlands and non-farmlands (refer to Table 2 and Figure 5 below) according to the 2018 Yolo County Farmland Mapping and Monitoring Program (FMMP) Map of the California Department of Conservation (CDC), and the USDA's nine land mapping categories. A total of 1.95 acres of Prime Farmland occurs in the project site. The Prime Farmland within the project site is not currently under a Williamson Act contract.

Table 2. Farmland Acres by Category Within the project site

Land Mapping Category	Acres within the project site
Prime Farmland	1.95
Farmland of Statewide Importance	0
Unique Farmland	0
Farmland of Local Importance	0
Grazing Land	0
Urban and Built-Up Land	11.37
Other Land	24.72
Total	**38.04**

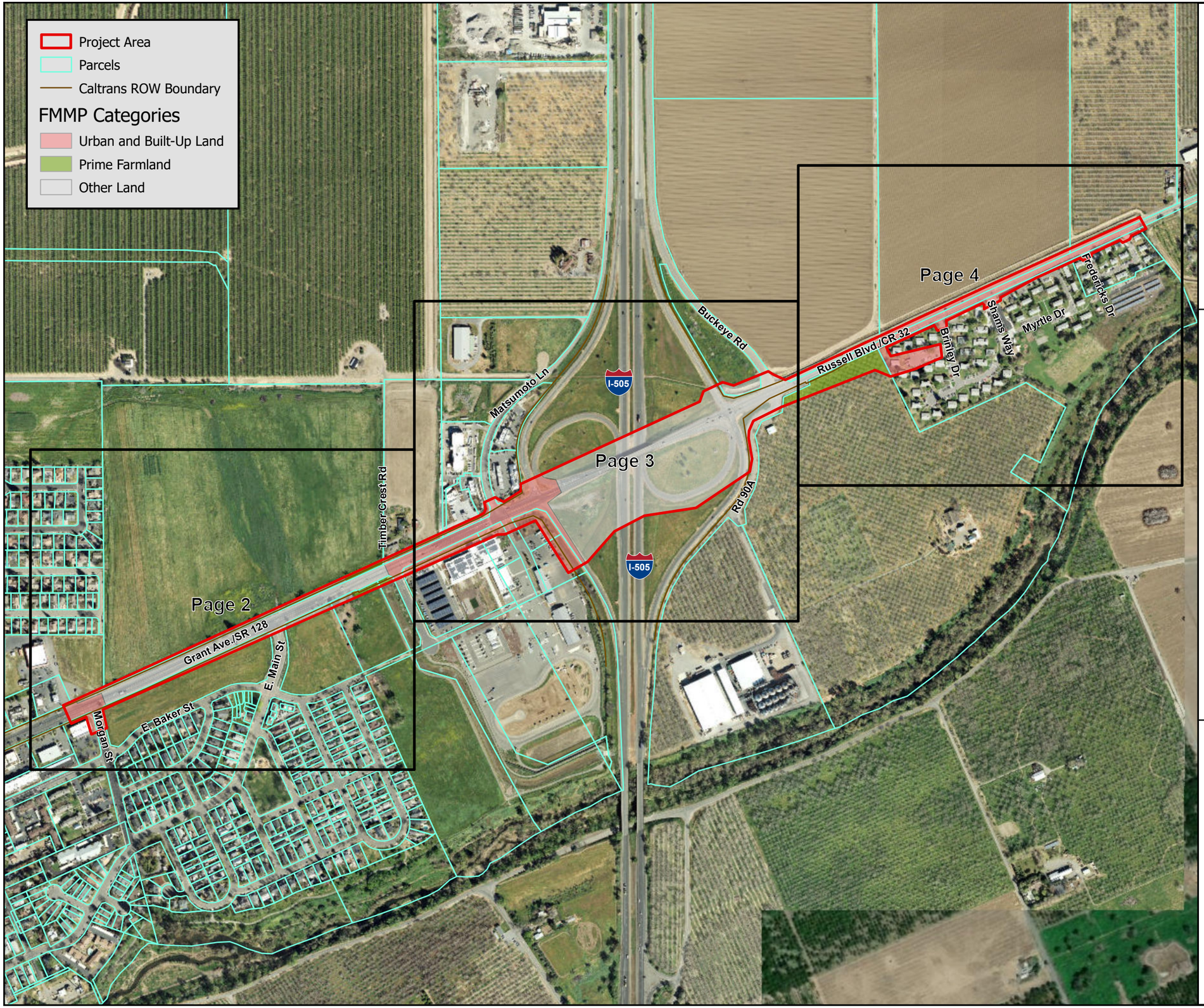
FIGURE 5

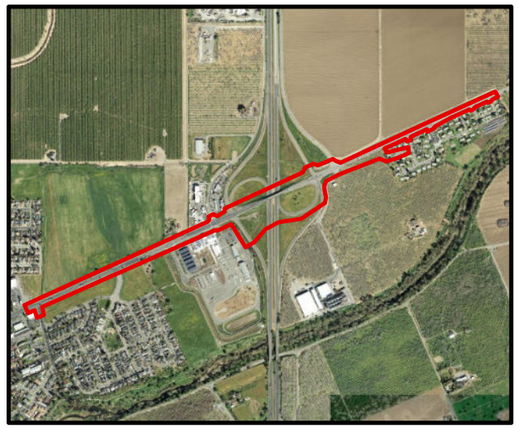
FMMP FARMLAND RESOURCES

PAGE 1 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024





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WOOD RODGERS

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FIGURE 5

FMMP FARMLAND RESOURCES

PAGE 2 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024

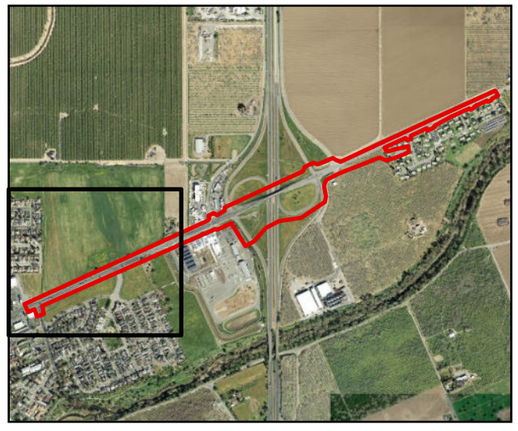

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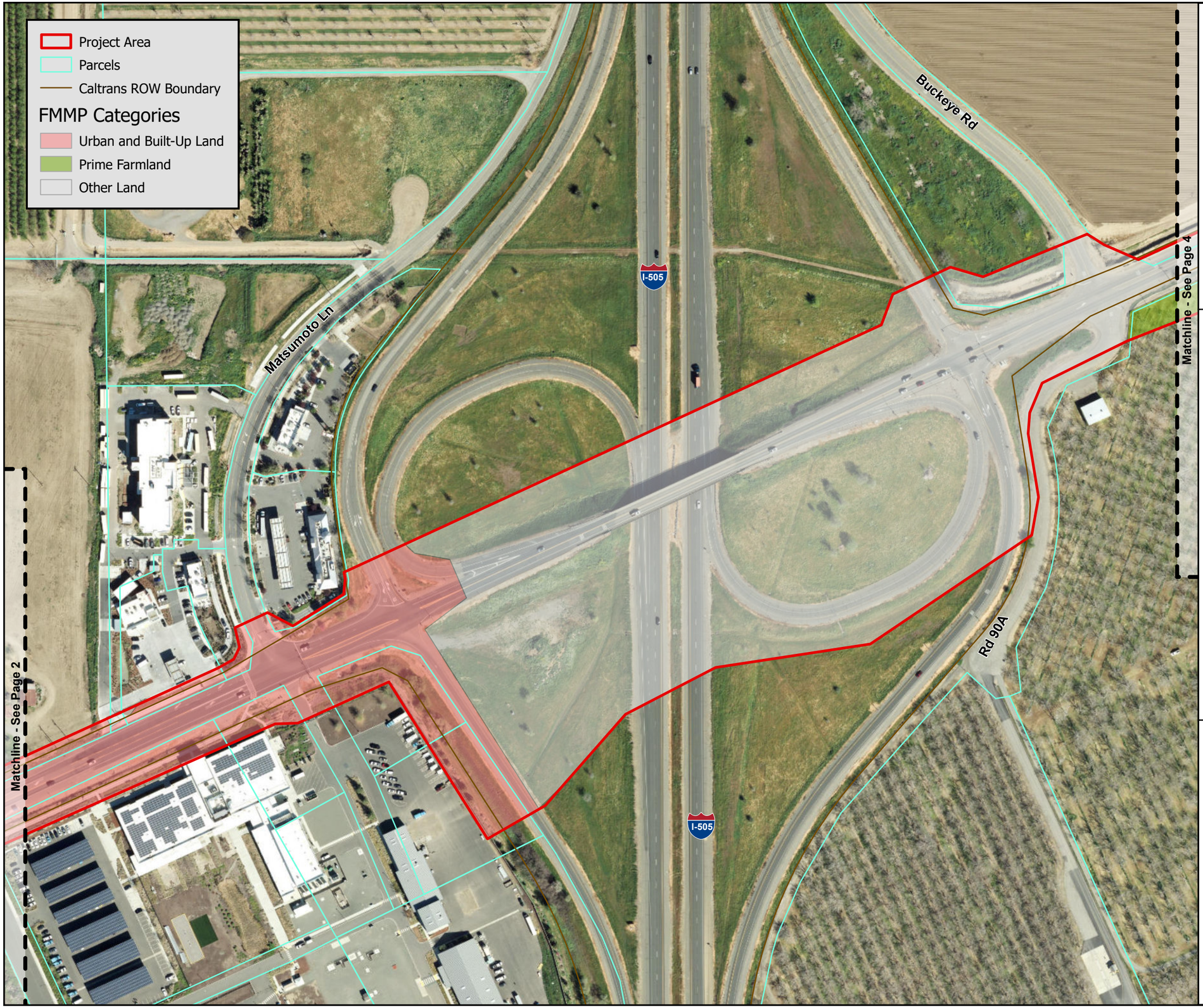
FIGURE 5

FMMP FARMLAND RESOURCES

PAGE 3 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024



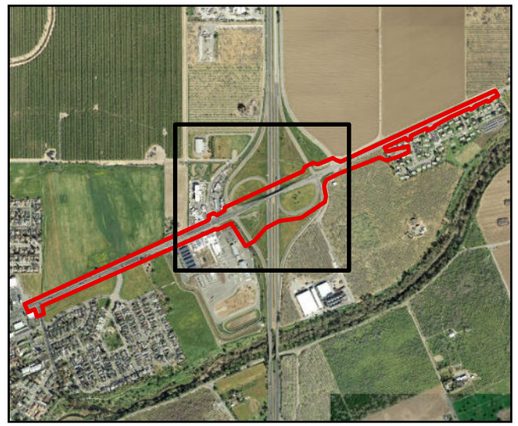


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FIGURE 5

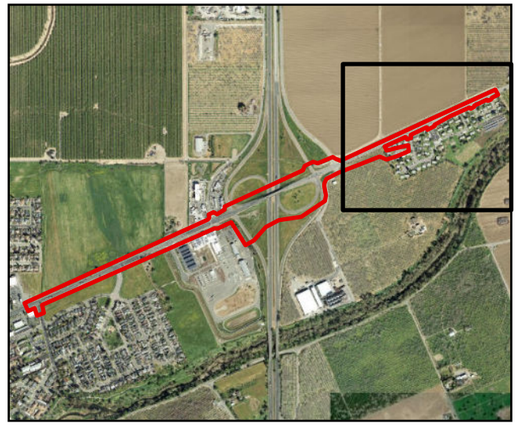
FMMP FARMLAND RESOURCES

PAGE 4 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024





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Alternative Analysis
Project effects related to agriculture and forest resources for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to agriculture and forest resources.

DISCUSSION

a) Would the project 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?

Less Than Significant Impact. According to the CDC California Important Farmland Finder (CDC 2023), and the Yolo County FMMP Map (CDC 2020), much of the project site occurs within "Other Land" cover. However, a portion of the project site does occur within an area of "Prime Farmland". Both Alternative 1 and Alternative 2 have the same design features through this section of the project impact area. As a result, both Alternatives would have the same farmland impact quantities. The project would result in the conversion of approximately 0.25 acres of prime farmland resources directly (permanent impact) to non-agricultural land, and approximately 0.29 acres of prime farmland would be temporarily impacted during construction of the project (see Table 3 and Figure 6 below). Temporary impact areas would be retained by existing property owners and could still be used for agricultural purposes post construction. No prime farmland would be converted indirectly. According to the Natural Resources Conservation Service (NRCS) NRCS-CPA-106 Form prepared for the project, project effects to farmlands would not be considered a substantial impact on farmland resources. Therefore, in comparison to the number of agricultural operations and prime farmland in the vicinity of the project, impacts related to this threshold would be less than significant and no mitigation is required.

Table 3. Impacts to Important Farmland

Project Impacts	Prime Farmland (acres)
Permanent Impacts (Conversion)	0.25
Temporary Impacts	0.29

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. The agricultural lands within the project site are zoned Agricultural – Intensive (A-N). Implementation of the proposed project would result in 0.25 acres of permanent direct conversion of farmlands zoned A-N. The Yolo County Zoning Code Section 8-2.404 describes implementation of the County agricultural land conservation policies contained in the Yolo County General Plan designed to protect agricultural lands. Section 8-2.404 (c)(2) explains that public use such as public agency facilities and infrastructure are exempt from the Agricultural Conservation and Mitigation Program. Although the proposed project activities may be deemed exempt from mitigation requirements, discretionary approval of the project through review or site plan or use permit would still be required. Therefore, the proposed project would not conflict with existing zoning for agricultural use, and impacts associated with zoning conflicts would be considered less than significant.

The prime farmland areas within the proposed project site is not currently under Williamson Act contract; therefore, the project would not impact any Williamson Act contract lands and no conflict would occur. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

Project Area
Parcels
Caltrans ROW Boundary

FMMP Categories
Urban and Built-Up Land
Prime Farmland
Other Land

Prime Farmland Impacts
Permanent (0.25 acres)
Temporary (0.29 acres)

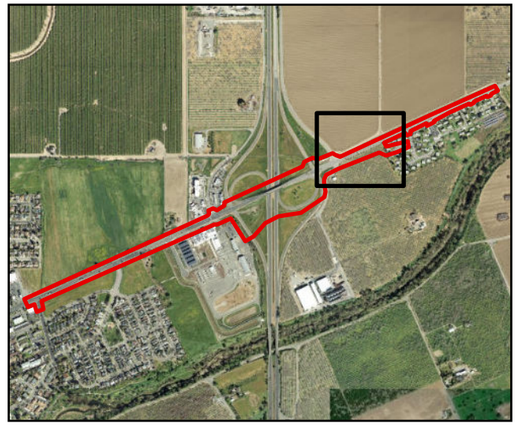
Buckeye Rd
Russell Blvd/CR 32
County Road 90A
Purtell Pl

FIGURE 6

PRIME FARMLAND IMPACTS

GRANT AVE/SR-128/RUSSEL BLVD
BICYCLE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
JULY 2024



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c) Would the project 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. According to a review of general plan zoning maps covering the project site and aerial imagery, there is no 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)) within the project site. Within unincorporated Yolo County jurisdiction, the project site is zoned as Agricultural Intensive (A-N) and Medium Density Residential (R-M) (County, 2024) in unincorporated Yolo County. Within the City of Winters jurisdiction, the project site is zoned as Highway Service Commercial (C-H), Public/Quasi-Public (PQP), Neighborhood Commercial (C-1), Open Space (O-S), Business Park (B-P), and Central Business District (C-2). As there are no forestry-related zoning designations, the project would not involve the rezoning of any parcels that are zoned for forestry or that contain forestry resources. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. As such, no impact would occur related to this threshold and no mitigation is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. According to a review of general plan zoning maps (City, 2020; County, 2024) covering the project site and aerial imagery, there is no 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)) within the project site. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use. As such, impacts related to this threshold would be less than significant and no mitigation is required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed project would not involve changes in the existing environment that, due to their location or nature, could result in the further conversion of farmland that has been discussed in section a) and b) above, and would not result in the conversion of forest land. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to agriculture and forest resources are required.

MITIGATION MEASURES

No mitigation measures relating to agriculture and forest resources are required.

FINDINGS

Portions of the project would occur within areas of Prime Farmland. The project is anticipated to require the permanent conversion of prime farmland resources; however, in accordance with the NRCS-CPA-106 form completed for the project, no substantial impact on farmlands would occur. Therefore, the project is considered to have a **Less Than Significant Impact** relating to agricultural and forest resources.

2.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

REGULATORY SETTING

Federal Regulations

The Clean Air Act (CAA) as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be found in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns. These criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

State Regulations

Responsibility for achieving California's air quality standards, which are more stringent than federal standards, is placed on the California Air Resources Board (CARB) and local air districts, and these standards are to be achieved through district-level air quality management plans that will be incorporated into the State Implementation Plan (SIP). In California, the United States Environmental Protection Agency (USEPA) has delegated authority to prepare SIPs to the CARB, which, in turn, has delegated that authority to individual air districts.

The CARB has traditionally established state air quality standards while maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and approving state implementation plans.

The responsibilities of air districts include overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of the environmental documents required by CEQA.

AFFECTED ENVIRONMENT

An Air Quality Memorandum (Wood Rodgers 2024c) and Caltrans Air Quality Conformity Checklist were prepared for the project. The project, located within Yolo County, is situated in the Sacramento Valley Air Basin and is subject to the Yolo-Solano Air Quality Management District (District) requirements and regulations.

In accordance with the Caltrans Air Quality Conformity Checklist, though the project is located within a nonattainment or maintenance area for ozone, the project does not include improvements or additional capacity for vehicles. This project is exempt from regional conformity requirements (40 CFR 93.127) as it meets the criteria for an Intersection channelization project. The project is located in a PM2.5 nonattainment or maintenance area; however, the project is not a project of concern for PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency consultation with SACOG concurred with this determination on June 25, 2024.

Alternative Analysis
Project effects related to air quality for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to air quality

DISCUSSION

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The proposed project alternatives would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor that would cause an increase in emissions relative to the no build alternative; therefore, this project would not cause an increase in operational emissions.

The project is not capacity increasing and would not add additional lanes. The project would not result in additional trips or change the speed or alignment of the roadway. Long-term operational GHG emissions would not be predicted to increase from the project. Therefore, the project would not conflict with or obstruct implementation of long-term federal, state or regional air quality plans, and no further analysis is required. No impact would occur related to this threshold and no mitigation is required.

b) Would the project 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?

Less Than Significant Impact. The CARB is required to designate areas of the state as attainment, non-attainment, or unclassified for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "non-attainment" designation indicates that a pollutant concentration violated the standard at least once within a calendar year. The area air quality attainment status of Yolo County is shown below in **Table 4**.

Table 4. NAAQS and CAAQS Attainment Status for Yolo County

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 8-Hour	Nonattainment	Nonattainment – Transitional
PM_{10}	Unclassified/Attainment	Unclassified
$PM_{2.5}$	Unclassified/Attainment	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Lead	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified
Sources: CARB 2018		

Operational Emissions

The project is non-capacity increasing and would include new bicycle and pedestrian facilities and an intersection channelization project, which would not add additional vehicular travel lanes. This would not result in additional trips or change the speed or alignment of the roadway. As such, long-term operational GHG emissions would not be predicted to increase from the project.

Construction Emissions

Construction activities associated with both project alternatives would result in temporary incremental increases in air pollutants, such as ozone precursors and particulate matter due to operation of gas-powered equipment and earth moving activities. The CEQA encourages public agencies to adopt thresholds of significance for determining whether projects have significant adverse impacts. The District provides these thresholds of significance and mitigation requirements in the District's *Handbook for Assessing and Mitigating Air Quality Impacts* (District 2007). According to the District, the best form of analysis for calculating construction emissions from roadway projects is to use the Roadway Construction Emissions Model (RCEM) commissioned by the air district of the Sacramento Region. An RCEM Version 9.0.0 was completed for the project. Results of the RCEM determined that the project would not exceed the District's thresholds of significance (see Appendix A for Alternative 1 and Alternative 2 emission estimates for the project).

Table 5 below provides a comparison of the RCEM results for Alternative 1 and Alternative 2, against the District project-level thresholds of significance for particulate matter less than 2.5 micrometers ($PM_{2.5}$), particulate matter less than 10 micrometers (PM_{10}), carbon monoxide (CO), and the precursors of ozone, which are reactive organic gasses (ROG) and nitrogen oxides (NOx).

Table 5. Thresholds of Significance for Criteria Pollutants of Concern

Pollutant	Thresholds of Significance	RCEM Results Alt. 1	RCEM Results Alt. 2
$PM_{2.5}$	None	3.52 lbs/day (maximum)	3.89 lbs/day (maximum)
PM_{10}	80 lbs/day	8.05 lbs/day (maximum)	8.88 lbs/day (maximum)
CO	Violation of a state ambient air quality standard for CO	2.52 tons total for project	2.59 tons total for project
ROG	10 tons/year	0.27 tons total for project	0.28 tons total for project
NOx	10 tons/year	2.70 tons total for project	3.27 tons total for project

Without control, dust emissions from grading, trenching, or land clearing can create nuisances or localized health impacts. The District requires that dust emissions be prevented from creating a nuisance to surrounding properties as regulated under the District Rule 2.5, Nuisance. District Rule 2.5 defines "Nuisance" as the following:

> *Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause to have a natural tendency to cause injury or damage to business or property.*

Even projects not exceeding District PM thresholds should implement best management practices (BMPs) to reduce dust emissions and avoid localized health impacts. Despite this variability in emissions, experience has shown that there are several control measures that can be reasonably implemented to significantly reduce construction fugitive dust PM_{10} emissions. Common measures include watering, chemical stabilization of soils or stockpiles, and reducing surface wind speeds with windbreaks. The project contractor would be required to implement standard dust control BMPs to prevent the project from creating a nuisance as described in District Rule 2.5.

Alternative 1 and Alternative 2 would not exceed thresholds of significance within the local air quality management district and would not cause cumulatively considerable net increases of criteria pollutants. The project would have no operational phase emissions; however, the project would have temporary construction phase emissions which would be reduced to below District Rule 2.5 within the implementation of construction and dust control BMPs. Therefore, project impacts related to this threshold would be less than significant and no mitigation is required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Under CEQA sensitive receptors are generally defined as a location where human populations, especially children, seniors, or sick persons are found. Examples of sensitive receptor locations are residences, hospitals, and schools. The project would occur within proximity (between 50 and 100 feet) to approximately 20 residential homes along Trussell Blvd within the Villas at El Rio community, as well as one residence at the intersection of Grant Ave and Timber Crest Road. Other sensitive receptors in proximity to the project site is a park, located approximately 600 feet south of Grant Ave, and a healthcare facility, located approximately 675 feet west of the Grant Ave and Morgan St intersections.

According to the RCEM prepared for the project, project alternatives would not generate construction emissions that would exceed District thresholds of significance. However, the project would cause temporary and intermittent construction and dust emissions which could cause nuisance effects to sensitive receptors. The proposed project would not generate any substantial pollutant concentrations, and with the implementation of BMPs, temporary incremental increases of air pollutants would be avoided and minimized in accordance with District Rule 2.5. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. As such, impacts related to this threshold would be less than significant and no mitigation is required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. While offensive odors rarely cause any physical harm, they can be very unpleasant, and lead to considerable distress among the public that often generates citizen complaints to local governments and the District. The general nuisance rule, District Rule 2.5, is the basis for this threshold. A project may reasonably be expected to have a significant adverse odor impact where it: 1) generates odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public; 2) if it endangers the comfort, repose, health, or safety of any such person or the public; or 3) if it causes, or has a natural tendency to cause, injury or damage to business or property.

The proposed project would not generate any substantial pollutant concentrations. Use of diesel-fueled equipment and roadway paving activities during construction would be anticipated to generate odorous emissions when experienced in close range. However, these activities would be temporary and would cease once project construction is complete. Furthermore, with the implementation of BMPs, temporary incremental increases of air pollutants that may cause nuisance odors would be avoided and minimized in accordance with District Rule 2.5. Therefore, the project would not adversely affect a substantial number of people due to air quality emissions. As such, impacts related to this threshold would be less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

Prior to construction, the project proponent or project contractor shall obtain a District-approved Authority to Construct Permit and shall implement all District construction phase BMPs, where applicable.

AQ-1: Implement Yolo-Solano Air Quality Management District Construction Phase Best Management Practices

Prior to and during construction, the project contractor shall implement construction and dust control BMPs, in order to maintain the projects temporary construction and dust emissions within the District Rule 2.5 "Nuisance" guidelines. The following list of measures from the District's handbook shall be implemented as BMPs by the Contractor to control dust, where feasible:

- Water all active construction sites at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure.
- Haul trucks shall maintain at least 2 feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Apply non-toxic tackifiers or soil binders (e.g. latex acrylic copolymer or tackifier hydroseed mix) to exposed areas after completing cut and fill operations.
- Apply chemical soil stabilizers on inactive construction areas (e.g., disturbed lands within construction projects that are unused for at least four consecutive days).
- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.
- Treat accesses to a distance of 100 feet from the paved road with a 6-to-12-inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6- inch layer of gravel.

MITIGATION MEASURES

No mitigation measures relating to air quality are required.

FINDINGS

The project would not cause operational long-term air quality impacts; however, the project would cause temporary incremental emissions from construction. With the implementation of District construction BMPs, the project would comply with all federal, state, and District regulations, and would result in a **Less Than Significant Impact** relating to air quality.

2.4 BIOLOGICAL RESOURCES

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

REGULATORY SETTING

Federal Regulations

The National Environmental Policy Act (NEPA) provides an interdisciplinary framework for environmental planning by Federal agencies and contains action-forcing procedures to ensure that Federal agency decision makers take environmental factors into account. NEPA applies whenever a Federal agency proposes an action, grants a permit, or agrees to fund or otherwise authorizes any other entity to undertake an action that could possibly affect environmental resources. Caltrans is the designated NEPA lead agency for this project acting under delegation from Federal Highways Administration (FHWA).

Federal Endangered Species Act
The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. section 1531 et seq.) provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. section 1533) and the ecosystems upon which they depend. These species and resources have been identified by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS).

Invasive Species
Executive Order (EO) 13112 (signed February 3, 1999) directs all Federal agencies to prevent and control introductions of invasive species in a cost-effective and environmentally sound manner. The EO and directives from the FHWA require consideration of invasive species in NEPA analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

Migratory Birds
EO 13186 (signed January 10, 2001) directs each Federal agency taking actions that could adversely affect migratory bird populations to work with USFWS to develop a Memorandum of Understanding that will promote the conservation of migratory bird populations. Protocols developed under the Memorandum of Understanding will include the following agency responsibilities:

- avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- restore and enhance habitat of migratory birds, as practicable; and
- prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist Federal agencies in their efforts to comply with the Migratory Bird Treaty Act (MBTA) (50 Code of Federal Regulations [CFR] 10 and 21) and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as "the action of or attempt to pursue, hunt, shoot, capture, collect, or kill" (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

State Regulations

CEQA is a state law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The City is the CEQA lead agency for this project.

California Endangered Species Act
The California Endangered Species Act (CESA) (California Fish and Game [CFG] Code Section 2050 et seq.) requires the California Department of Fish and Wildlife (CDFW) to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

The CESA also requires CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit (ITP) applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an ITP if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

Section 3503 and 3503.5: Birds and Raptors
CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. Trees and shrubs are present in and adjacent to the study area and could contain nesting sites.

Section 3513: Migratory Birds
CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Local Regulations

Yolo Habitat Conservation Plan/Natural Communities Conservation Plan

The project occurs within the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (Yolo HCP/NCCP) Area. The Yolo HCP/NCCP is a comprehensive, county-wide plan to provide Federal Endangered Species Act/California Endangered Species Act permits and associated mitigation for planned covered activities including infrastructure (e.g., roads and bridges), development (e.g., agricultural processing facilities, housing, and commercial buildings), and operation and maintenance activities. The Yolo HCP/NCCP provides for the conservation of 12 sensitive species and the natural communities and agricultural land on which they depend. The Yolo HCP/NCCP strikes a sensible balance between natural resource conservation and economic growth by improving habitat conservation efforts in Yolo County; encouraging sustainable economic activity; and maintaining and enhancing agricultural production.

The Yolo Habitat Conservancy (Conservancy) is a joint powers agency that includes Yolo County and the incorporated cities of Davis, West Sacramento, Winters, and Woodland. The Conservancy, as well as individual member agencies (defined as Yolo County and the four participating cities listed above), developed the Yolo HCP/NCCP. The Yolo HCP/NCCP provides the basis for issuance of long-term permits under the FESA and California Natural Community Conservation Planning Act (NCCPA) that cover an array of public and private activities, including activities that are essential to the ongoing viability of Yolo County's agricultural and urban economies (Yolo Habitat Conservancy 2021).

AFFECTED ENVIRONMENT

A Natural Environment Study - Minimal Impacts (NESMI) was prepared for the project (Wood Rodgers 2024d) to identify any special-status wildlife or plant species, and any sensitive natural communities (including wetlands) that have the potential to occur on or in the vicinity of the project site, designated as the project BSA. The project BSA encompasses approximately 55.57 acres.

This section provides the following: 1) discussion on the special-status species and sensitive habitats that have been identified or are potentially occurring in the project BSA; 2) an analysis of the impacts that could occur to biological resources due to implementation of the project; and 3) appropriate mitigation measures to reduce or avoid significant impacts. The analysis of biological resources presented in this section is based on a review of the current project description, literature research, as well as biological field surveys and aquatic resources delineation conducted by a Wood Rodgers Yolo HCP/NCCP-qualified biologist.

The project occurs within the City of Winters and unincorporated Yolo County, in the California Dry Steppe Province, Great Valley Section, and ecological subsection 262Ah (Yolo Alluvial Fans) of California (USDA 2007). The region receives an average of 24.53 inches of precipitation annually in the form of rain. The average annual high temperature is 76 degrees Fahrenheit (F) and average annual low temperature is 49 F (U.S. Climate Data 2022).

Physical Conditions

Topography
The BSA is within the Winters USGS 7.5-Minute Quadrangle. The BSA occurs within a single distinct topographic region of valley floor, and the natural elevation within the BSA ranges from approximately 125 to 135 feet above mean sea level. The topography of the valley floor consists of low-elevation fluvial plains formed on nonmarine sedimentary rock with gently rolling terrain located on the Sacramento valley floor. Specifically, the BSA occurs along the roadway alignment of Grant Avenue/SR 128/Russell Boulevard including the SR 128 bridge over I-505.

Soils
The NRCS Custom Soil Resource Report for the project (NRCS 2022) identifies soils within the BSA as:

- Brentwood silty clay loam, 0 to 2 percent slopes, and
- Yolo silt loam, 0 to 2 percent slopes, MRLA 17
- Rincon silty clay loam

Vegetation Communities
The BSA is dominated by developed habitats. Within the BSA cover classes and vegetation communities consist of barren, urban, disturbed/ruderal, annual grassland, agriculture, and open water (see Figure 7).

Cover Classes

Barren
Barren habitat are man-made infrastructures and are defined by the absence of any vegetation. Any habitat with <2% total vegetation cover by herbaceous, desert, or non-wildland species and <10% cover by tree or shrub species would be considered barren habitat (CDFW 1988). Barren habitat within the BSA consists of the roadways and gravel roadside shoulders.
Developed
Developed habitats have a variety of vegetation structures and are generally categorized as areas where human disturbance has resulted in permanent impacts on natural communities. These include paved areas, buildings, sidewalks, and ornamental plantings and landscaping. Developed habitat within the BSA consists of commercial areas, residential areas, and existing roadway infrastructure.

Waters and Vegetation Communities

Annual Grassland
Annual grassland habitats are composed of a combination of non-native and native annual grasses and forb species. Within the BSA, annual grasslands are highly disturbed by Caltrans vegetation management procedures including multiple mowing operations throughout the year.

Disturbed/Ruderal
The disturbed/ruderal land cover type is defined as areas that have been subject to previous or ongoing disturbances such as along roadsides, roadside drainages, and other anthropogenic disturbances. Disturbed/ruderal habitat within the BSA consists of managed roadside vegetation and managed Caltrans roadside drainages.

Roadside ditches within the project study area did not exhibit the three necessary wetland parameters, are excavated wholly in upland, drain only dry land, and do not carry a relatively permanent flow of water. Therefore, the roadside ditches are considered uplands, were classified as disturbed/ruderal upland habitat, and are excluded from potential waters of the U.S.

Agricultural

Agricultural land supports minimal native vegetation but can act as habitat for native wildlife species, particularly birds and small mammals. However, this land is regularly disturbed by human use and is not expected to provide pristine, preferred habitat for native or migratory species. Agricultural land cover within the BSA includes plowed fields, row crops, and orchards.

Open Water – Willow Canal

Open water areas are permanently or intermittently flooded waterways or other water features that may support sparse emergent or submerged vegetation or may be unvegetated. Within the BSA, open water areas include the Willow Canal channel.

Habitat Connectivity

According to the CDFW Biogeographic Information and Observation System (BIOS), the BSA lies within a "Terrestrial Connectivity, Area of Conservation Emphasis (ACE) Level 4", designated as an area of "Conservation Planning Linkages" (CDFW 2024a). Though the BSA is within a Level 4 ACE, the proposed project would occur in a fully developed area.

The proposed project would not include any permanent impoundments or barriers to native wildlife migration and is not anticipated to impact riparian habitats outside of the project impact area. Therefore, no impact to habitat connectivity is anticipated.

Alternative Analysis

Project effects related to biological resources for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to biological resources.

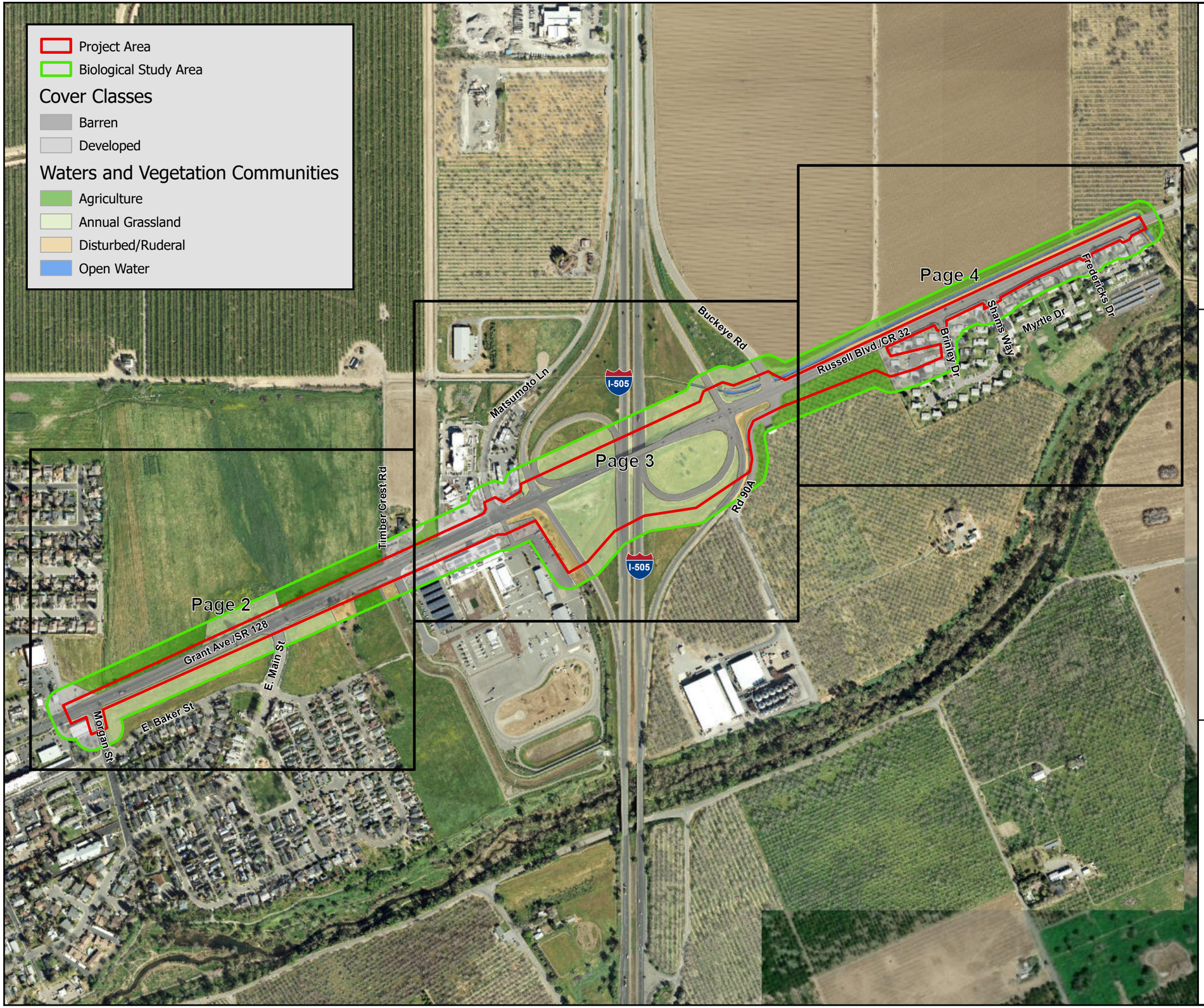
FIGURE 5

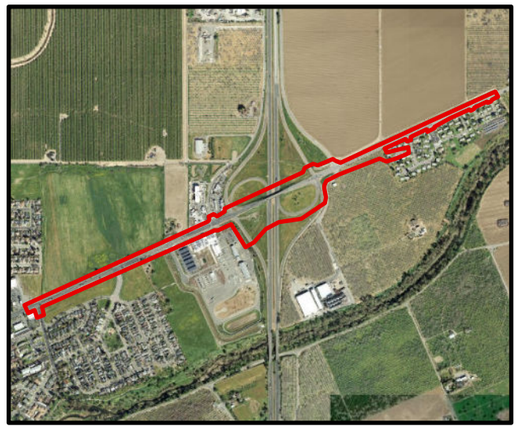
WATERS AND VEGETATION COMMUNITIES

PAGE 1 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024





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1 inch = 600 feet

NORTH

WOOD RODGERS

FIGURE 5

WATERS AND VEGETATION COMMUNITIES

PAGE 2 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

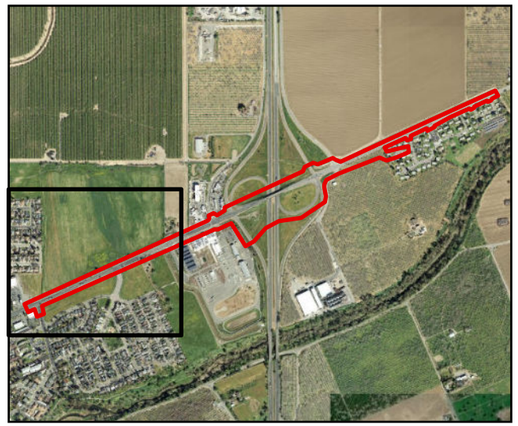
CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024

Project Area
Biological Study Area

Cover Classes
- Barren
- Developed

Waters and Vegetation Communities
- Agriculture
- Annual Grassland
- Disturbed/Ruderal
- Open Water

Timber Crest Rd
Matchline - See Page 3
Grant Ave./SR 128
E. Main St
E. Baker St
Morgan St



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WOOD RODGERS

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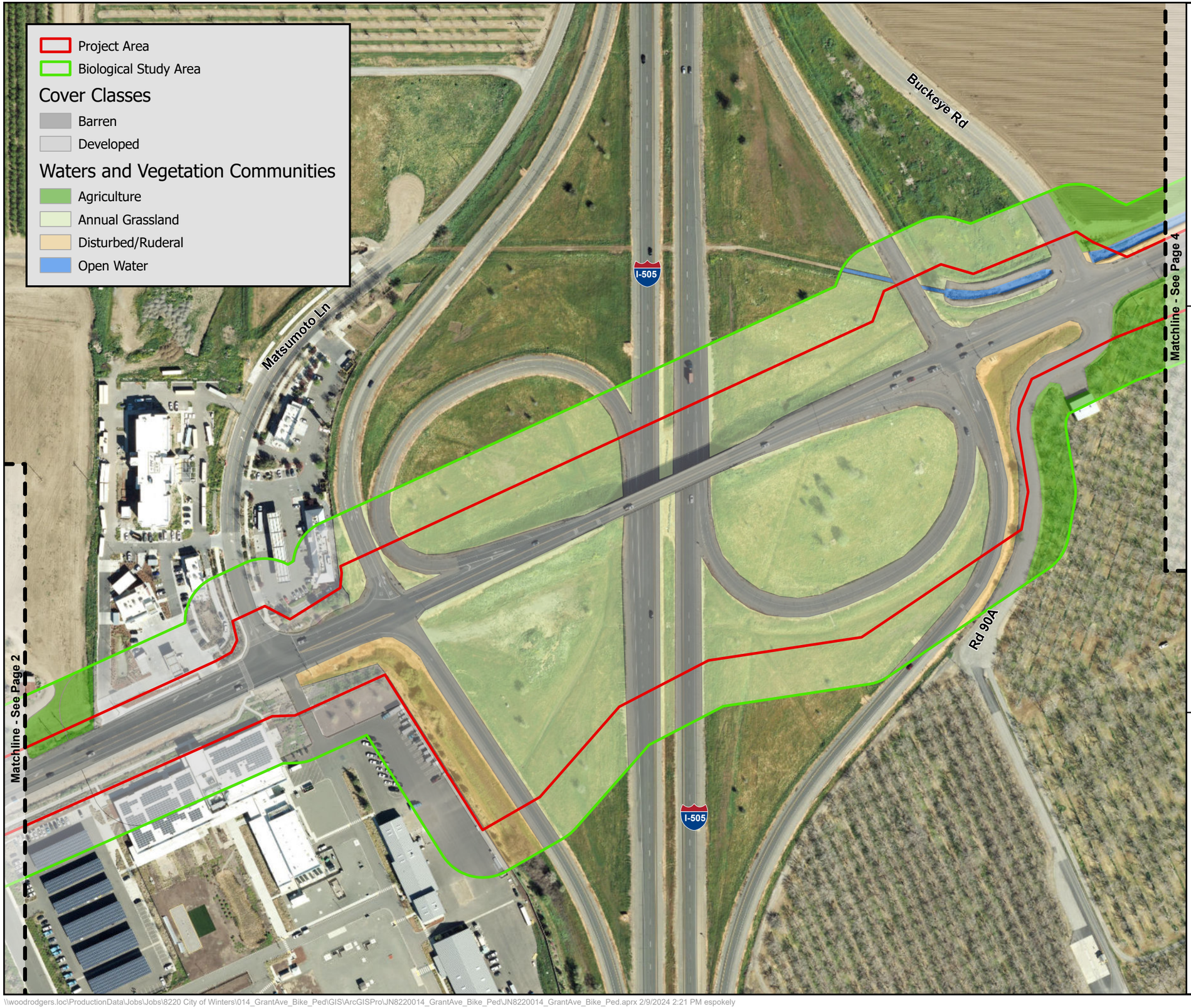
FIGURE 5

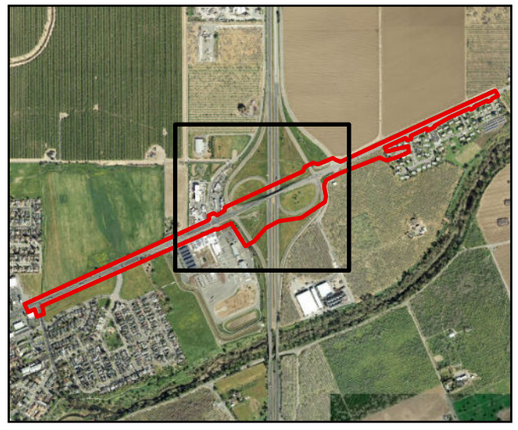
WATERS AND VEGETATION COMMUNITIES

PAGE 3 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024





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1 inch = 200 feet

NORTH

WOOD RODGERS

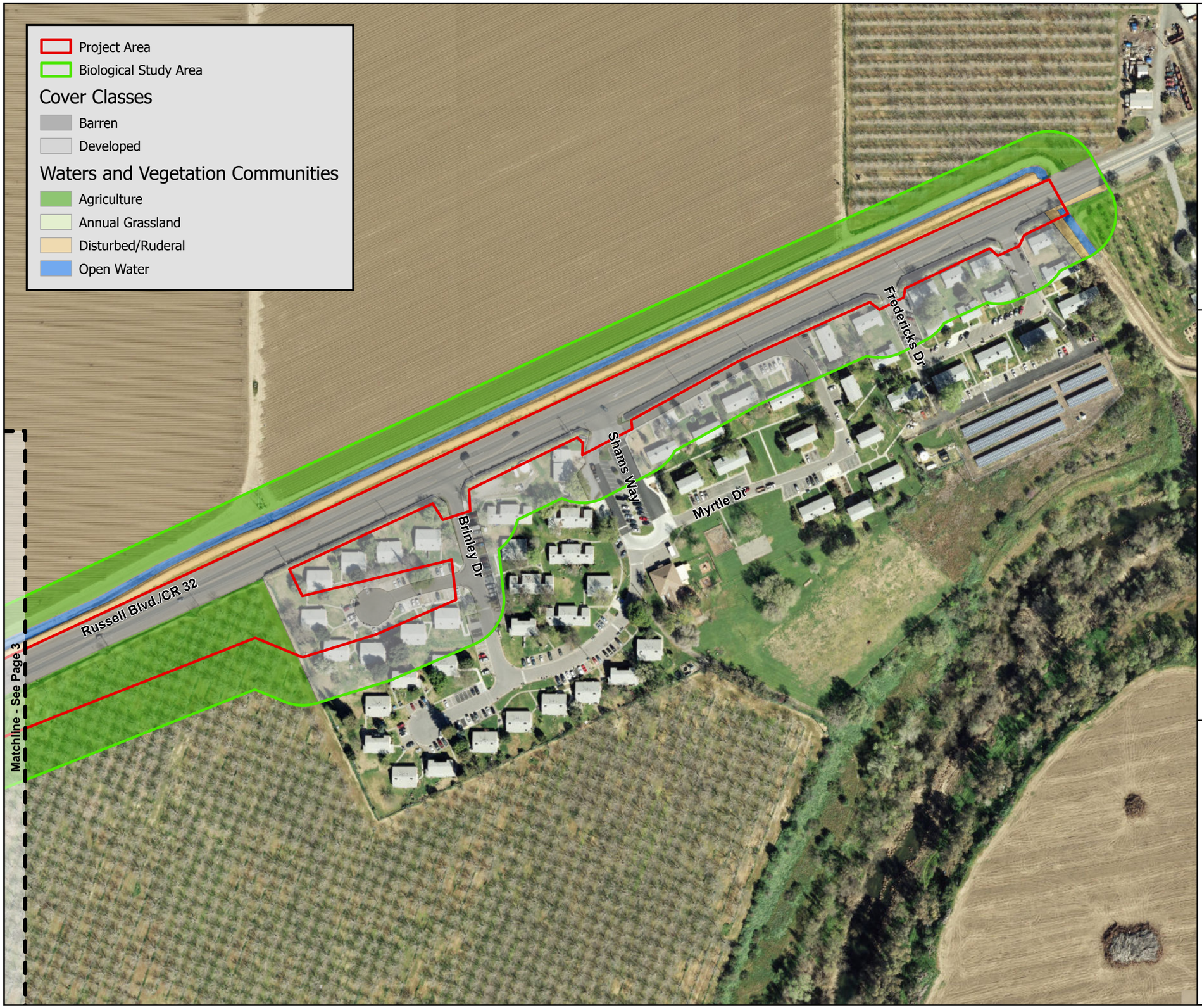
FIGURE 5

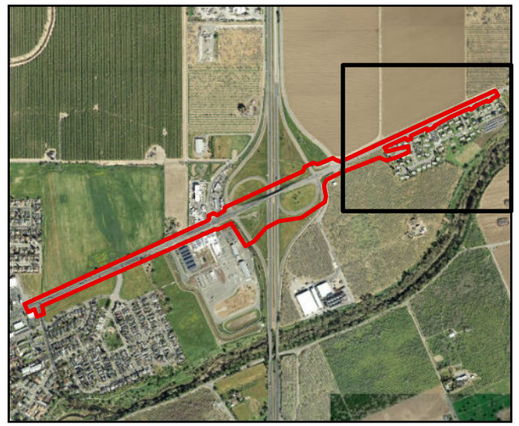
WATERS AND VEGETATION COMMUNITIES

PAGE 4 OF 4

GRANT AVE./SR 128/RUSSEL BLVD.
BIKE AND PEDESTRIAN
IMPROVEMENTS PROJECT

CITY OF WINTERS
YOLO COUNTY, CALIFORNIA
FEBRUARY 2024





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WOOD RODGERS

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DISCUSSION

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?

Less Than Significant with Mitigation. The following section provides a summary of the NESMI prepared for the project (Wood Rodgers 2024d). The NESMI is a Caltrans formatted technical study that provides a review and evaluation of the potential impacts to threatened, endangered, proposed listed or special status species and protected habitat resources as a result of the proposed project.

Prior to field work, literature research was conducted through the USFWS Information for Planning and Consultation official species list generator (USFWS 2024), National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service West Coast Region California Species List Tool (NMFS 2024), the CDFW California Natural Diversity Database (CNDDB; CDFW 2024b), and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants (CNPS 2024). Literature and database searches (see Appendix B) were completed to identify habitats and special-status species that have the potential to occur in the project vicinity. These searches identified 30 species of special concern with potential to occur in the vicinity of the project site.

Field surveys, habitat assessments, and analyses of special status species occurrences were conducted to determine the potential for species to occur within the BSA. Field surveys were conducted on September 15, 2022. Field surveys included walking meandering transects through the entire BSA, observing vegetation communities, compiling notes on observed flora and fauna, and assessing the potential for existing habitat to support sensitive plants and wildlife.

After biological surveys were conducted, the potential for species to occur within the BSA was determined by analyzing the habitat requirements for each species, comparing them to available habitat within the BSA, and analyzing the regional occurrences of the species. Based on these analyses, it was determined that two special status wildlife species, burrowing owl (*Athene cunicularia*) and Swainson's hawk (*Buteo Swainsonii*) would have the potential to occur within the BSA. No special status plant species were determined to have the potential to occur within the BSA, therefore, no project related impacts to special status plant species would be anticipated.

The following is a discussion of these special status species, potential project effects, and any avoidance, minimization and/or mitigation measures required to reduce project impacts to a less than significant level.

Discussion of Special Status Wildlife Species

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is not a state or federally listed species; however, it is a CDFW Species of Special Concern. The burrowing owl inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. The species requires friable soils for burrow construction and prefers areas on bare, well drained, level to sloping sites. Typically, the species occupies old small mammal burrows, but has been known to utilize pipes, culverts and nest boxes when preferred burrows are absent. Burrowing owls may use a site for breeding, wintering, foraging, and/or migration stopovers. Breeding season takes place from February 1 to August 31 and wintering takes place from September 1st to January 31st and breeds from March to August. The burrowing owl is a year-round species of California and occurs throughout the state up to 5,300 feet where appropriate habitat occurs (Zeiner 1988-1990).

Swainson's Hawk

Swainson's hawk is state-listed as threatened, and is a Covered Species under the Yolo HCP/NCCP. Swainson's hawk migrates annually from wintering areas in South America to breeding locations in northwestern Canada, the western U.S., and Mexico. In California, Swainson's hawks nest throughout the Sacramento Valley in large trees in riparian habitats and in isolated trees in or adjacent to agricultural fields. The breeding season extends from late March through late August, with peak activity from late May through July (England et al. 1997). In the Sacramento Valley, Swainson's hawks forage in large, open agricultural habitats, including alfalfa and hay fields (CDFW 1994). The breeding population in California has declined by an estimated 91% since 1900; this decline is attributed to the loss of riparian nesting habitats and the conversion of native grassland and woodland habitats to agriculture and urban development (CDFW 1994).

Special Status Species Survey Results

Burrowing Owl Survey Results

No burrowing owl individuals were observed during the September 15, 2022, biological surveys. The BSA does contain marginal suitable habitat for the species (disturbed grassland below the bridge, culverts, and banks of drainage canal). Potentially suitable burrows were identified within stockpiled soils and rubble within Caltrans right-of-way adjacent the Grant Ave/SR 128 southbound I-505 on-ramp. No whitewash or pellets were identified within any potentially suitable burrows or culverts and no inhabitation within the BSA was identified. However, the species could move into the BSA prior to construction. There are two (2) recent (2003-04) CNDDB occurrences of the species within 2 miles of the BSA. Due to the presence of marginal habitat and nearby local occurrences, the species is considered to have a low potential to occur within the BSA.

Swainson's Hawk Survey Results

No Swainson's hawk individuals, or nest sites were observed during the September 15, 2022 biological surveys. The BSA does not contain potentially suitable large diameter nesting trees; however, portions of the BSA may provide suitable foraging habitat. There are multiple CNDDB and eBird.org occurrences of the species within 1-mile of the BSA associated with Putah Creek and Dry Slough. Due to the lack of nesting habitat within the BSA the species is not anticipated to nest within the BSA. However, there is potential for the species to nest within 0.25-mile of the project impact area along known habitat areas throughout the Putah Creek riparian corridor.

Project Impacts to Special Status Wildlife Species

Project Effects to Burrowing Owl

The proposed project is not anticipated to impact burrowing owl foraging or nesting habitat. Therefore, direct impacts to burrowing owl individuals, their nests, or the loss of nesting or foraging habitat is not anticipated. However, if burrowing owl individuals were to move into the project site prior to construction, project activities could directly or indirectly affect burrowing owl nesting within the BSA. To ensure no direct or indirect impacts to burrowing owl occur, the project would incorporate Yolo HCP/NCCP Burrowing Owl Covered Species AMMs (**BIO-8**) and Caltrans Standard Special Provisions (SSPs) for bird protection (**BIO-10**). With the implementation of Yolo HCP/NCCP AMMs and Caltrans SSPs, potential direct or indirect effects to burrowing owls would be avoided and minimized to the greatest extent practicable, and no impact to burrowing owls would occur within Caltrans ROW.

Project Effects to Swainson's Hawk

There is potential for the species to nest within 0.25-mile of the project impact area along known habitat areas throughout the Putah Creek riparian corridor. However, the proposed project would not impact potentially suitable nesting trees or foraging habitat for the species. Therefore, no direct impacts to Swainson's hawks individuals, nests, or the loss of habitat would occur. Project construction would require large equipment, the presence of the human form, and piledriving operations, which may have the potential to disturb any nesting Swainson's hawk within 0.25-mile of the project. The nearest segment of Putah Creek riparian habitat is over 600- feet from the proposed project impact area roadway work, and over 0.25-miles from proposed piledriving operations. Due to the proximity of the nearest suitable habitat, the project does not anticipate any disturbance to Swainson's hawk individuals or nest sites., and no protocol level surveys are warranted.

To ensure no direct or indirect impacts to Swainson's hawk occur, the project would incorporate Yolo HCP/NCCP Swainson's Hawk Covered Species AMMs (**BIO-12**) and Caltrans SSPs for bird protection (**BIO-10**). With the implementation of Yolo HCP/NCCP AMMs and Caltrans SSPs, potential direct or indirect effects to Swainson's hawk would be avoided and minimized to the greatest extent practicable, the project would not result in take of Swainson's hawk. Additionally, no impact to the species would occur within Caltrans ROW. With the avoidance of take, the project does not anticipate that a CDFW Section 2081 Incidental Take Permit (ITP) for Swainson's hawk would be necessary.

Project Effects to Migratory Birds

During biological surveys, habitat for nesting birds was identified within the BSA. Therefore, native birds, protected under MBTA and similar provisions under CFG Code, have the potential to nest within the BSA. Mitigation measure **BIO-11** has been incorporated into the project to minimize potential impacts to migratory birds.

In summary, the project would result in a less than significant impact related to this threshold with implementation of mitigation measures **BIO-8**, **BIO-10**, **BIO-11**, and **BIO-12**.

b) Would the project 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. Potential sensitive natural communities and jurisdictional aquatic resources within the BSA were assessed and potential wetland features were evaluated for presence of the following wetland indicators: hydrophytic vegetation, hydric soils and wetland hydrology. Surveys of potential jurisdictional aquatic resources were confirmed using aerial imagery and field verification, and followed the guidelines provided in the following guidelines:

- *Corps of Engineers Wetlands Delineation Manual (USACE 1987)*
- *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008)*
- *Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States (USACE 2008)*
- *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (SWRCB 2019).*

Wetlands that exhibit all three wetland indicators are considered WOTUS if they have continuous surface connection or significant nexus to another WOTUS. All WOTUS are also considered WoS by the RWQCB under Section 401 of the CWA. These aquatic resources and any associated riparian habitat are also considered fish and wildlife habitat under jurisdiction of the CDFW under California FGC Section 1600.

Preliminary jurisdictional delineations were conducted by Wood Rodgers biologist Andrew Dellas on September 15, 2022, and February 21, 2023, to identify jurisdictional aquatic resources present within the BSA. Observed OHWM and wetland delineation sample points were mapped in the field with a R1 GNSS Receiver and ArcGIS software.

Sensitive Natural Communities Survey Results

Open Water – Willow Canal

Willow Canal is a man-made irrigation canal used to transport agricultural flows throughout Yolo County. Willow Canal does not have direct surface connectivity to Putah Creek or any surface water feature meeting the definition of WOTUS; therefore, Willow Canal would not be considered a jurisdictional WOTUS. However, this surface water feature would be considered a WoS as defined within the Porter Cologne Water Quality Act and would be under jurisdiction of the Central Valley RWQCB. Additionally, Willow Canal exhibited OHWM indicators, and would therefore be considered a jurisdictional stream channel under CFG Section 1600.

OHWM primary indicators (i.e., break in bank) of Willow Canal were mapped in the field using a Trimble R1 Global GNSS Receiver and ArcCollector Software in addition to examination of aerial photography, site photos, and historical hydrology data. Approximately 1.10 acres of Willow Canal were delineated within the BSA. No wetland resources were identified associated with Willow Canal.

Roadside Drainage

Within the BSA, a roadside drainage begins approximately 100 feet east of the Grant Avenue/Matsumoto Lane intersection on the southside of Grant Avenue/SR 128. The roadside drainage then turns south along the western toe of slope of the westbound SR 128 southbound I-505 on-ramp, travels approximately 1,825 feet south, and drains into Putah Creek. According to historic aerials, the roadside drainage was cut in upland agricultural lands between 1968 and 1984 when the I-505 southbound on-ramp was constructed.

A wetland delineation and boundary survey were conducted for the roadside drainage. The results of the wetland delineation determined the roadside drainage did not meet the necessary three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology), and would not be considered a wetland. Further, the feature did not exhibit primary indicators of an OHWM according to USACE guidelines, and the feature would not be considered a non-wetland stream channel. Though the roadside drainage has a continuous surface connection to Putah Creek (a WOTUS), the roadside drainage is excavated wholly in dry land, drains only upland/dry areas, and does not have a relatively permanent flow. Therefore, the feature would fall under the ditch exclusion 33 CFR Section 328.3(b)(3), would be excluded as a jurisdictional WOTUS, and no CWA permitting (Section 404 and Section 401) would be required for impacts to the feature.

Subsequently, the roadside drainage was classified as upland, disturbed/ruderal habitat. Waste discharge requirements and stormwater BMPs as established in the project SWPPP would still be required for any work within the feature.

Project Impacts to Sensitive Natural Communities

Project impacts from both Alternative 1 and Alternative 2would result in permanent and temporary effects to barren and developed cover classes, and disturbed/ruderal, annual grass, and agricultural vegetation communities (see Figure 7). No impacts would occur within jurisdictional aquatic resources or natural communities of special concern. The proposed project would have no impact on WOTUS, WoS, or CDFW jurisdictional habitats. Therefore, no impact would occur related to this threshold and no mitigation is required.

c) Would the project 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. The BSA does not include any state of federally protected wetlands as determined by the wetland delineation completed as part of the NESMI surveys. Surveys of potential jurisdictional aquatic resources were confirmed using aerial imagery and field verification, and they followed the guidelines provided in the USACE *Wetland Delineation Manual* (USACE 1987), *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008a), and California State Water Board, *State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged of Fill Materials to Waters of the State* (SWRCB 2019).

Therefore, based on the results of the aquatic resource delineation report, there are no state or federally protected wetland resources within the BSA, and the project would have no substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would occur related to this threshold and no mitigation is required.

d) Would the project 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. According to CDFW's BIOS, the project site lies within a "Terrestrial Connectivity ACE" level 4 hexagon supporting "Conservation Planning Linkages" (CDFW 2024a). The Terrestrial Connectivity dataset summarizes information on terrestrial connectivity by ACE hexagon including the presence of mapped corridors or linkages and the juxtaposition to large, contiguous, natural areas. This dataset was developed to support conservation planning efforts by allowing the user to spatially evaluate the relative contribution of an area to terrestrial connectivity based on the results of statewide, regional, and other connectivity analyses.

Though the project would occur within a Level 4 hexagon, the proposed project would occur in a fully developed area. The proposed project would not include any permanent impoundments or barriers to native wildlife migration and is not anticipated to impact riparian habitats outside of the project impact area. Further, the project would not alter traffic flows in a manner that would substantially alter wildlife movement or wildlife mortality. Therefore, no impact would occur related to this threshold and no mitigation is required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project is anticipated to require the removal of vegetation and orchard trees within the project footprint. According to the Yolo 2030 Countywide General Plan, Yolo County and the City of Winters do not have any specified tree preservation policy or ordinance, or other ordinances protecting biological resources within the project site. The City's Municipal Code does provide guidelines for the planting and removal of trees within the City's public "Control Zone;" however, the project would not require planting or removals within any public "Control Zone". Therefore, the project would not conflict with any local policies or ordinances that protect biological resources. As such, no impact would occur related to this threshold and no mitigation is required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant. The project would be located within the Winters and Willow Slough Basin Planning Units of the Yolo HCP/NCCP. Based on the project description, project activities would fall under the Covered Activities category, "Urban public services, infrastructure, and utilities" as a public project proposed by the City of Winters, a Yolo HCP/NCCP Permittee. As a Covered Activity under the Yolo HCP/NCCP, the City must comply with all applicable HCP/NCCP AMMs and receive HCP/NCCP Conservancy approval.

With implementation of HCP/NCCP construction and covered species AMMs, the project would be consistent with, and would not conflict with, the Yolo HCP/NCCP provisions. Therefore, project impacts related to this threshold would be considered less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to biological resources are required.

MITIGATION MEASURES

BIO-1: Contract specifications would include the following BMPs, where applicable, to reduce erosion and protect water quality during construction:

- Existing vegetation shall be protected in place, where feasible, to provide an effective form of erosion and sediment control.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.
- The contractor shall conduct periodic maintenance of erosion- and sediment-control measures.
- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall occur where water cannot flow into surface waters, or into sensitive habitats.
- Construction equipment shall not be operated in flowing water; if necessary, equipment buckets and arms may be used within flowing water.
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating soil or entering surface waters.
- Equipment used in and around surface waters shall be in good working order and free of dripping or leaking contaminants; and,
- Any surplus concrete rubble, asphalt, or other debris from construction shall be taken to an approved disposal site.

BIO-2: Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds must be cleaned to reduce the spreading of noxious weeds.

BIO-3: All hydro seed and plant mixes shall consist of a biologist approved native seed mix.

BIO-4: The contractor must not use herbicides to control invasive, exotic plants or apply rodenticides during construction.

BIO-5: To allow subterranean wildlife enough time to escape initial clearing and grubbing activities, equipment used during initial clearing and grubbing must be operated at speeds no greater than 3 miles per hour.

BIO-6: The contractor must dispose of all food-related trash in closed containers and must remove it from the project site each day during construction. Construction personnel must not feed or attract wildlife to the project site.

BIO-7: Implement Yolo HCP/NCCP General Construction and Operations and Maintenance AMMs, where applicable.

BIO-8: Implement Yolo HCP/NCCP Western Burrowing Owl Covered Species AMMs, where applicable.

BIO-9: Implement Caltrans SSP Section 14-6.03D(1) requiring contractor-supplied biologist to monitor work activities for the protection of regulated species.

BIO-10: Implement Caltrans SSP Section 14-6.03B "Bird Protection" where applicable to avoid impacts to nesting birds within Caltrans ROW.

BIO-11: If vegetation removal or ground disturbance is required during the nesting season (February 1st – August 31st), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist would be removed by the contractor. A minimum 100-foot no-disturbance buffer would be established around any active nest of migratory birds and a minimum 300-foot no-disturbance buffer would be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in consultation with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.

BIO-12: Implement Yolo HCP/NCCP Swainson's Hawk Covered Species AMMs, where applicable.

FINDINGS

Considering the information obtained for the results of the NESMI, biological surveys, and analysis of potential impacts from project design, and in conjunction with the implementation of project-specific avoidance, minimization and compensatory mitigation measures, project effects relating to biological impacts would be considered **Less Than Significant with Mitigation.**

2.5 CULTURAL RESOURCES

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

REGULATORY SETTING

Federal Regulations

National Historic Preservation Act
Section 106 of the National Historic Preservation Act (NHPA) requires federal undertakings to consider the effects of the action on historic properties. Historic properties are defined by the Advisory Council on Historic Preservation (ACHP) regulations (36 Code of Federal Regulations [CFR] Part 800) and consist of any prehistoric or historical archaeological site, building, structure, historic district, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to Native American tribes or Native Hawaiian organizations that meet the National Register criteria (36 CFR Part 800.16[l]).

To determine whether an undertaking could affect NRHP-eligible properties, cultural resources (including archaeological, historical, and architectural properties) must be inventoried and evaluated for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must be at least 50 years old and meet the criteria for evaluation set forth in 36 CFR Part 60.4.

The quality of significance in American history, architecture, archaeology, engineering, and culture must be present in districts, sites, buildings, structures, and objects that possess integrity of design, setting, materials, workmanship, feeling, and association. For inclusion on the NRHP, these properties must also meet one or more of the four criteria listed here:

1. Criterion A – They are associated with events that have made a significant contribution to the broad patterns of our history;
2. Criterion B – They are associated with the lives of persons significant in our past;
3. Criterion C – They embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Criterion D – They have yielded or may be likely to yield, information important in prehistory or history.

If a cultural resources professional meeting the Secretary of Interior's Qualification Standards determines that a particular resource meets one of these criteria, it is considered as an eligible historic property for listing in the NRHP. Among other criteria considerations, a property that has achieved significance within

the last 50 years is not considered eligible for inclusion in the NRHP unless certain exceptional conditions are met.

Resources listed on the NRHP, or that are eligible to be listed on the NRHP are automatically considered historical resources for the purposes of CEQA.

Native American Graves Protection and Repatriation Act of 1990 (PL 101-601; 25 U.S.C. 3001)
Under the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001) and implementing regulations 43 CFR Part 10, federal agencies are responsible for the protection of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony that are discovered on lands under the agency's jurisdiction. All human remains and potential human remains must be treated with respect and dignity at all times.

State Regulations

California Register of Historical Resources: Public Resources Code (PRC) Section 5024
The term "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of PRC (PRC Section 5020.1[j]).

Historical resources may be designated as such through three different processes:

1. Official designation or recognition by a local government pursuant to local ordinance or resolution (PRC Section 5020.1[k]);
2. A local survey conducted pursuant to PRC Section 5024.1(g); or
3. The property is listed in or eligible for listing in the NRHP (PRC Section 5024.1[d][1]).

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the California Register of Historical Resources (CRHR), which states that a historical resource must be significant at the local, state, or national level under one or more of the four criteria listed below. It is associated with events that have made a significant contribution to the broad patterns of:

1. It is associated with California's history and cultural heritage;
2. It is associated with the lives of persons important in our past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or may be likely to yield, information important in prehistory or history. (CCR 14 Section 4852).

To be considered a historical resource for the purpose of CEQA, the resource must also have integrity, which is the authenticity of a resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is eligible for listing in the CRHR (CCR 14 Section 4852[c]).

Unique Archeological Resources
The PRC also requires the Lead Agency to determine whether or not a project would have a significant effect on unique archaeological resources (PRC Section 21083.2[a]).

The PRC defines a unique archaeological resource as follows.

- An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:
    - Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
    - Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
    - Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC Section 21083.2).

In most situations, resources that meet the definition of a unique archaeological resource also meet the definition of a historical resource. As a result, it is current professional practice to evaluate cultural resources for significance based on their eligibility for listing in the CRHR.

AFFECTED ENVIRONMENT

A Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Historic Resources Evaluation Report (HRER) were prepared for the project by PAR Environmental Services (PAR 2024a; 2024b; 2024c).

A record search of the APE and one-quarter-mile radius around the APE was conducted by staff at the California Historical Resources Information System (CHRIS) Northwest California Information Center (NWIC) on January 21, 2023, and most recently on January 25, 2024 (ASR Attachment D. Record Search Results). The records search included a review of previous cultural resources studies, recorded resources, and California Office of Historic Preservation (OHP) historic properties data files (HPD). Cultural resource reports and records on file at PAR were also reviewed for the project site. The record search included the following sources:

- NWIC resource records on file as of January 2023;
- NWIC reports on file as of January 2023;
- Office of Historic Properties Directory as of January 2023;
- Office of Historic Properties Determinations of Eligibility as of January 2023;
- California Inventory of Historic Resources (1976 – obsolete);
- California Points of Historic Interest (1992, updated to January 2023);
- California State Historic Landmarks (1995a, updated to January 2023);
- California Register of Historical Resources (1995b, updated to January 2023);
- National Register of Historic Places (1996, updated to January 2023);
- Caltrans Statewide Historic Bridge Inventory List; and
- Caltrans Cultural Resources Database (CCRD).

Additional sources consulted include historic aerials and online historic newspaper databases. According to the NWIC, five cultural surveys were conducted within the APE, and two surveys were conducted within a one-quarter mile radius of the APE. These studies included both archaeological and built environment resources. Study results were used as a technical basis for evaluating potential impacts to historic and cultural resources under CEQA.

A pedestrian survey of the project site was conducted on February 23, 2023, by PAR staff Principal Investigator Andrea E. Maniery and PAR President Mary L. Maniery. Subsequent pedestrian surveys were conducted April 23, 2023, and on February 13, 2024, following the extension of the APE westward to Morgan Road.

Alternative Analysis
Project effects related to cultural resources for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to cultural resources.

DISCUSSION

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Pedestrian surveys of the site identified four potential historical resources within the APE: Willow Canal, a single home on Purtell Court, the Villas at El Rio community, and a state-owned Caltrans-designated category five bridge (22-110) spanning interstate 505.

Willow Canal was evaluated as a result of this project and does not appear eligible for the NRHP or CRHR under any criteria. Additionally, the canal is outside the project impact area and would not be affected by the project. The single family home on Purtell Court within the Villas at El Rio community, as well as the community as a whole, were determined exempt from evaluation as historical resources as the single family home was fully renovated in the 1990s and the APE otherwise encompasses only modern buildings within the Villas at El Rio community. The final identified resource, the SR 128/I-505 Separation Bridge (#22-0110), is listed as a category five bridge within the Caltrans Historic Bridge Inventory, indicating that it was previously determined to be ineligible for NRHP listing. Therefore, no historic resources would be affected by the project, and the project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. No impact would occur related to this threshold and no mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation. The ASR conducted for the project found no previously recorded cultural resources located within the project APE. The results of the record search and field survey were negative for the presence of archaeological resources in the project site. The NAHC responded to the search of the sacred lands file and contacts with Native American groups on February 8, 2023, stating that the search of the sacred lands file was negative for resources in the APE. Consultation letters were sent to four Native American contacts on April 26, 2023, by the City of Winters. The City of Winters has taken the lead on consultation for this project with the help of PAR, and PAR conducted follow up with tribes on behalf of the City on May 15, 2023. One tribe responded requesting consultation, which is described in further detail in section 2.18 Tribal Cultural Resources.

To avoid or minimize impacts to previously unidentified archaeological resources that may be determined significant per CEQA, measure **CR-1** would be implemented. Implementation of measure **CR-1** would reduce the potential impact to previously undiscovered archaeological or cultural resources to a less-than-significant level by requiring procedures to be taken in the event of inadvertent discovery of resources consistent with appropriate laws and requirements. Therefore, the project would have a less than significant impact related to this threshold with mitigation incorporated.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation. No evidence for prehistoric or early historic interments has been found in the project site based on archival research, consultation efforts with Native American Tribes, and the pedestrian surface survey. This does not preclude the possibility of the existence of buried human remains. California law recognizes the need to protect historic-era and Native American human burials, skeletal remains, and items associated with Native American interments from vandalism and inadvertent destruction.

Damage to or destruction of human remains during project construction or other project-related activities would be considered a significant impact. Mitigation Measure CR-2 would reduce the impact to a less-than-significant level by addressing discovery of unanticipated remains, associated grave goods, or items of cultural patrimony consistent with appropriate laws and requirements. Following construction, no ground disturbing activities are anticipated to occur other than those related to routine maintenance of the project, such as landscaping or irrigation repair. Therefore, it is unlikely any human remains would be encountered during operation. Therefore, impacts related to this threshold would be less than significant with mitigation incorporated.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to cultural resources are required.

MITIGATION MEASURES

CR-1: If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find will be halted, and a qualified professional archaeologist will be notified regarding the discovery. The archaeologist will determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation, such as avoidance or data recovery. If the find is determined to be an important cultural resource, the City will make available contingency funding and a time allotment sufficient to allow recovery of an archaeological sample or to implement avoidance measures. Construction work can continue on other parts of the project while archaeological mitigation takes place.

CR-2: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. According to Section 7050.5 of the California Health and Safety Code, in the event human remains are discovered during excavation, work must stop immediately within 100 feet (30 meters), and the county coroner must be contacted immediately. At the same time, a professional archaeologist shall be contacted to evaluate the discovery. If the human remains are identified as Native American origin, the coroner shall notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

FINDINGS

The project would have a **Less Than Significant Impact with Mitigation** relating to cultural resources.

2.6 ENERGY

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

Alternative Analysis
Project effects related to energy for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to energy.

DISCUSSION

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Project construction-related energy demand includes energy and fuel used by construction equipment, construction worker vehicles, and construction vendor/hauling vehicles. The construction equipment, use of electricity, and fuel for the project would be typical for grading, landscaping, and other project improvements. The project would comply with standard construction BMPs, such as CARB emission standards for construction equipment, and provisions of the California Code of Regulations Title 13 Section 2485, which prohibit diesel fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. The installation of new street lighting within the area would result in additional energy consumption; however, all additional street lighting would utilize LED lamps to enhance energy efficiency, in compliance with City and County Standard Specifications. Therefore, the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction of the project and impacts would be considered less than significant related to construction-related energy demand.

Energy-consuming equipment anticipated to be used during operation of the project includes electrical equipment associated with minor lighting infrastructure and crosswalk signaling. No operational effects to fuel consumption would occur as the project would not cause increases in VHT or VMT for vehicles within the project corridor. The increase in energy demand resulting from the project would not be expected to require or result in the construction of new sources of energy supplies or additional energy infrastructure capacity, and the project would not conflict with applicable energy policies or standards. Therefore, operational effects of the project would not use large amounts of energy or use it in a wasteful manner. The operational impact would be less than significant.

Overall, impacts related to this threshold would be less than significant and no mitigation is required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The project consists of improvements to an existing roadway. As such, the project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency as none are directly applicable to the project. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to energy are required.

MITIGATION MEASURES

No mitigation measures relating to energy are required.

FINDINGS

The project would have **Less Than Significant Impact** relating to energy or energy resources.

2.7 GEOLOGY AND SOILS

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

AFFECTED ENVIRONMENT

The project is located in the Sacramento Valley portion of the Great Valley Geomorphic Province, which is characterized by a thick sequence of sedimentary rock units overlain by alluvial sediments derived primarily from erosion of the Sierra Nevada Mountains to the east. Overlying the bedrock units in the mid-basin areas of the Sacramento Valley are Late Pleistocene Age and Holocene Age alluvial deposits. The terrain surrounding the proposed project is relatively flat. Soil associations in areas adjacent to the project site are alluvial and include the following soil series: Brentwood silty clay loam, Yolo silt loam, and Rincon silty clay loam (USDA 2001). The project is not in an area at high risk of landslides (CDC 2015b).

Alternative Analysis
Project effects related to geology and soils for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to geology and soils.

DISCUSSION

a) Would the project expose people or structures to 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. According to the CDC Fault Activity Map of California (CDC 2015a), there are no known active faults within the project site or directly adjacent to the project site. Therefore, the project would have no impact related to this threshold and no mitigation is required.

ii) Strong seismic ground shaking?

No Impact. Based on the scope of work and project description, the project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking. Therefore, no impact would occur related to this threshold and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a process in which soil loses its strength or rigidity during prolonged ground shaking, as with earthquakes. According to the Yolo County Local Hazard Mitigation Plan (MHP) Update (2018), the City of Winters is not in an area with soil prone to liquefaction. Based on the earthquake shaking potential for Yolo County, the proximity to the Bay Area, and the history of ground shaking in the area, the probability of damaging seismic ground shaking in Yolo County and its jurisdictions is Occasional: Between 1 percent and 10 percent chance of occurrence in the next year or has a recurrence interval of 11 to 100 years. Additionally, the nearest known liquefaction zone is located approximately 34 miles south of the project site (CDC, 2024). Given this, and that the proposed project would not involve major ground-shaking actions, the project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to seismic-related ground failure, including liquefaction. Therefore, no impact would occur related to this threshold and no mitigation is required.

iv) Landslides?

No Impact. According to the California Geological Survey Maps (CDC 2015b; CDC, 2024), the project site is not susceptible to landslides. The nearest known area prone to landslides is located approximately 34 miles south of the project site (CDC, 2024). Therefore, no impact would occur related to this threshold and no mitigation is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Earth-moving activities have the potential to cause soil erosion and loss of topsoil. However, most construction activities would occur within previously disturbed ground and the loss of topsoil would be nominal. Construction site BMPs would be implemented as necessary to reduce the erosion and topsoil loss in compliance with City of Winters and Yolo County grading and erosion control requirements as listed in the City and County Municipal code. These requirements include discretionary approval of grading permits, and application of construction BMPs for erosion and sediment control devices. In addition, the project would be required to comply with Caltrans erosion and sediment control standards. With compliance with Caltrans guidelines and construction site BMPs pertaining to soil erosion, impacts related to this threshold would be less than significant and no mitigation is required.

c) Would the project 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. The project site is not located on a geologic unit or soil that is known for unstable conditions. During construction, soils may become unstable during de-grading activities; however, the area of ground disturbance and construction activities necessary for the construction of the project would not occur on unstable soils and would not result or potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, no impact would occur related to this threshold and no mitigation is required.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. According to the Yolo County USDA expansive soils map (Yolo County 2019), the Brentwood and Yolo soil series within the project site would be considered "low" or "normal", and the Rincon soil series would be considered "moderate". Only approximately 800 feet of the project (a portion between Morgan St and East Main St) would be located within the Rincon soil series. All pertinent Caltrans seismic standards would be followed when constructing either of the proposed project alternatives; therefore, no substantial risks to life or property are anticipated regarding expansive soils. Therefore, impacts related to this threshold would be considered less than significant and no mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would not utilize septic tanks or an alternative wastewater disposal system on site, therefore, the project would have no impact due to soils incapable of adequately supporting septic systems. As such, no impact would occur related to this threshold and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Several sections of the California Public Resources Code protect paleontological resources, including Sections 5097.5 and 30244. The California Geology Survey notes that the geology in the project site consists of alluvium and fan deposits and is not associated with Pleistocene-Holocene geologic epochs. The general rock type for the area is marine and nonmarine sedimentary rocks. The project is not in an area that would contain unique geologic features. Therefore, no unique paleontological resource or geologic features would be anticipated near the project site. As such, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to geology and soils are required.

MITIGATION MEASURES

No mitigation measures relating to geology and soils are required.

FINDINGS

The project would have a **Less Than Significant Impact** relating to geology and soils.

2.8 GREENHOUSE GAS EMISSIONS

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

REGULATORY SETTING

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to the human activities that include CO_2, CH_4, NO_X, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, California Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010; 2) 1990 levels by 2020; and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan which includes market mechanisms, and implement rules to achieve *"real, quantifiable, cost-effective reductions of greenhouse gases."* Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels was reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the U.S. EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions. [1]

[1] http://www.epa.gov/climatechange/endangerment.html

According to the Association of Environmental Professionals white paper, "Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents" (June 29, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change creates a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." (See CEQA Guidelines sections 15064(i)(1) and 15130.) To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

As the proposed project would have no effects on traffic capacity, any additional GHG emissions would only occur during, and result from, necessary temporary construction activities.

Alternative Analysis
Project effects related to GHG emissions for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to GHG emissions.

DISCUSSION

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The project would not generate operational GHG emissions as the purpose of the project is to provide a dedicated pedestrian and bicycle facility across I-505 connecting residences east of the freeway with schools and businesses within the City. Short-term GHG emissions would occur during construction through the use of gas-powered construction vehicles, materials processing, and potential traffic delays due to work within the roadway. GHG emissions generated from temporary construction activities would not exceed the District's CEQA thresholds of significance for criteria pollutants, as demonstrated by the results of the RCEM prepared for the project (see Section 2.3., Air Quality). District has not yet established numerical thresholds for GHG emissions; however, the District recommends that a project's cumulative GHG emissions be evaluated in relation to Assembly Bill (AB) 32 and AB 32 Scoping Plan goals, or the thresholds of significance established by other jurisdictions.

In the absence of locally adopted methodology or thresholds for assessing GHG emissions, the thresholds of significance adopted by the SMAQMD have been used to determine the significance of GHG emissions. For typical land use development projects, SMAQMD recommends the use of a construction threshold of 1,100 metric tons (MT) CO2e emissions per year to determine whether construction would result in the generation of GHG emissions sufficient to result in a significant impact on the environment (SMAQMD 2021). Based on the results of the RCEM prepared for the project alternatives (Appendix A), short-term GHG emissions generated from temporary construction activities would not exceed the SMAQMD CEQA thresholds of significance for criteria pollutants. Therefore, the project is not expected to generate GHG emissions in quantities that would individually or cumulatively contribute to a significant impact on the environment. As such, impacts related to this threshold would be less than significant and no mitigation is required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The project would generate short-term GHG emissions during construction from construction equipment and construction worker trips. As indicated under section (a) above, short term GHG emissions generated during construction would not exceed SMAQMD's significance thresholds, which are evaluated in the absence of official GHG emissions thresholds from the District. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to GHG emissions are required.

MITIGATION MEASURES

No mitigation measures relating to GHG emissions are required.

FINDINGS

The project would have a **Less Than Significant Impact** relating to GHG emissions.

2.9 HAZARDS AND HAZARDOUS MATERIALS

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

REGULATORY SETTING

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use.

Hazardous waste in California is regulated primarily under the authority of the Federal Resource Conservation and Recovery Act of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

AFFECTED ENVIRONMENT

A Phase I Initial Site Assessment (ISA; Crawford 2023) was prepared for the project. Crawford reviewed public records, historical aerial photographs, historical topographic maps, and city directories, and performed a project alignment reconnaissance on June 7, 2023. Based on these efforts, the following findings were determined:

No Recognized Environmental Conditions (REC) or Controlled Recognized Environmental Conditions (CREC) were identified within the alignment or on adjacent parcels. A Historical Recognized Environmental Condition (HREC) was identified adjacent to the project alignment. The Environmental Risk Information Services (ERIS) Database report mapped four of the records associated with the identified HREC to a location within the I-505 interchange. One of the records had a date of May 1990, after the interchange was constructed. Historical aerial photographs do not depict a service station facility (or any buildings) at this location prior to construction of the interchange. RWQCB records do not indicate a service station at this location. Crawford concludes the location mapped in the interchange is erroneous, that these records instead apply to the existing Chevron facility at the corner of E. Grant Avenue and Matsumoto Lane. This HREC appears unlikely to have impacted the project alignment.

ERIS identified seven additional facilities adjacent to or within 500 feet of the project alignment, the nearest of which are a water treatment facility in Villas at El Rio, and an ARCO Station on Matsumoto Lane. Both sites have no reports of spills/leaks or unauthorized discharge, and the likelihood of impact to project alignment from these facilities is low. The ISA (Crawford 2023) indicates the likelihood that the additional five sites would impact the project alignment is low.

Reconnaissance of the project site and surrounding vicinity identified the following concerns:

- Potential for aerially deposited lead on the shoulders of Russell Boulevard and East Grant Avenue (including within the interchange), in the I-505 median, within the interchange cloverleafs (potential locations of Alternative 2 crossings), and along the northbound and southbound onramps and offramps.
- Potential for residual agricultural pesticides (arsenic and organochlorine pesticides) on the shoulders of Russell Boulevard and the northernmost portion of the adjacent agricultural field.
- Thermoplastic striping in the project alignment may have metals concentrations that exceed hazardous waste limits.
- Asbestos may be present in concrete flatwork and drainage pipes.
- Stockpiled soil of unknown origin is present within the interchange and would be impacted if Alternative 2 is selected.
- Chemically treated wood was observed within the alignment.

Alternative Analysis
Project effects related to hazards and hazardous materials for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to hazards and hazardous materials.

DISCUSSION

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The project would involve the use of heavy equipment for the grading, filling, and hauling of materials. Such equipment may require the use of common materials that have hazardous properties, e.g., petroleum-based fuels. These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a significant hazard to the public or the environment. Additionally, compliance with the Construction General Permit and the Stormwater Pollution Prevention Plan (SWPPP) would require the use of standard conservation measures and BMPs to avoid or minimize the potential for accidental release of hazardous materials from spills or fuel leaks during project construction. With the incorporation of construction BMPs and compliance with the Construction General Permit impacts related to this threshold would be less than significant and no mitigation is required.

b) Would the project 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?

Less Than Significant Impact with Mitigation. The results of the ISA (Crawford 2023) indicate the following concerns for hazards and hazardous waste at the project site:

- Potential for aerially deposited lead on the shoulders of Russell Boulevard and East Grant Avenue (including within the interchange), in the I-505 median, within the interchange cloverleafs (potential locations of Alternative 2 crossings), and along the northbound and southbound onramps and offramps.
- Potential for residual agricultural pesticides (arsenic and organochlorine pesticides) on the shoulders of Russell Boulevard and the northernmost portion of the adjacent agricultural field.
- Thermoplastic striping in the project alignment may have metals concentrations that exceed hazardous waste limits.
- Asbestos may be present in concrete flatwork and drainage pipes.
- Stockpiled soil of unknown origin is present within the interchange and would be impacted if Alternative 2 is selected.
- Chemically treated wood was observed within the alignment.

In addition, the project would involve ground disturbance and excavation within the project site. With any project conducting ground disturbance, there is a potential for unknown contaminants or accident conditions involving the release of hazardous materials into the environment, as well as upset or accident related to machinery. A review of the SWRCB GeoTracker database (SWRCB 2023) and the DTSC EnviroStor database (DTSC 2022) found no known hazardous materials sites or hazardous materials cleanup sites within one mile of the project site. Therefore, it is unlikely for the project to have the potential of unknown contaminants or accidents due to excavation. Furthermore, the use, storage, and transport of hazardous materials is required to be compliant with local, state, and federal regulations during both project construction and operation. The project would incorporate measures **HAZ-1** through **HAZ-4**, which would reduce the potential for significant impacts relating to hazards or hazardous materials to a less than significant level. With the inclusion of these measures, construction BMPs, and compliance with all applicable regulations, impacts related to this threshold would be less than significant with mitigation incorporated.

c) Would the project 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. There are no existing or proposed schools located within one-quarter mile of the project site. Therefore, no impact would occur related to this threshold and no mitigation is required.

d) Would the project 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. According to the ISA (Crawford 2023) prepared for the project and a review of the SWRCB GeoTracker and DTSC EnviroStor databases, there are no known hazardous materials sites or hazardous materials cleanup sites within one mile of the project site. Therefore, the project would not create a significant hazard to the public or the environment by being located on a known hazardous waste site. No impact would occur related to this threshold and no mitigation is required.

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. The project is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not result in a safety hazard or excessive noise for people residing near or working in the project site. As such, no impact would occur related to this threshold and no mitigation is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Yolo County Office of Emergency Services has pre-planned evacuation zones and designated routes throughout Yolo County to help the evacuation process in case of emergency. The project falls within evacuation zone 59 and 61 (Yolo County 2023). Both evacuation zones list Grant Ave/SR128 and Russell Ave/CR 31 as an evacuation route option, channeling individuals west to the Mariani Nut Company parking lot, located at E. Grant Ave and Railroad Ave in Winters. The project would be located along this evacuation route and would temporarily result in one-lane closures on Grant Avenue/SR 128 and Russell Blvd/CR 32. These closures could potentially impact the response time of emergency services; however, a traffic management plan would be implemented prior to construction (see Transportation/Traffic Section). The project would prepare a traffic management plan, which would provide detour routes for all vehicles and notify local emergency responders of temporary road closures. With the implementation of the traffic management plan, the project would not significantly impair implementation of or physically interfere with any emergency plan. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

g) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project would not occur within a designated wildland area, or where wildlands are adjacent to or intermixed with urbanized areas. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As such no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to hazards and hazardous materials are required.

MITIGATION MEASURES

HAZ-1: If the selected alignment alternative would impact existing concrete structures (overpass, flatwork, drainage piping), these structures shall be inspected by a CAC for the presence of asbestos or ACCM.

HAZ-2: Soil within the project alignment that would be disturbed by construction activities shall be tested for ADL concentrations that exceed hazardous waste limits.

HAZ-3: Thermoplastic traffic striping within the project alignment shall be tested to evaluate if metals concentrations exceed hazardous waste limits.

HAZ-4: Project alignment soils adjacent to agricultural land (included the proposed property take in APN 038-070-001) shall be tested to assess if OCPs or arsenic are present at concentrations exceeding hazardous waste or human health limits.

FINDINGS

Project impacts relating to hazards and hazardous materials would be **Less Than Significant Impact with Mitigation** incorporated.

2.10 HYDROLOGY AND WATER QUALITY

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

REGULATORY SETTING

Federal Regulations

The Clean Water Act (CWA) was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to Waters of the United States (WOTUS). The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA empowers the USEPA to set national water quality standards and effluent limitations and includes programs addressing both point-source and non-point-source pollution. Point-source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or construction site. Non-point-source pollution originates over a broader area and includes urban contaminants in stormwater runoff and sediment loading from upstream areas. The CWA operates on the principle that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is the CWA's primary regulatory tool.

The USACE regulates discharges of dredged or fill material into WOTUS. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in USACE regulations).

The RWQCB has jurisdiction under Section 401 of the CWA and regulates any activity that may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of USACE (i.e., WOTUS, including any wetlands). The RWQCB also asserts authority over WoS under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act.

On April 21, 2020, the U.S. EPA and the USACE published the "Navigable Waters Protection Rule" to redefine the extent of the WOTUS, and CWA jurisdiction. Under the final rule, four categories of water are federally regulated under: 1) the territorial seas and traditional navigable waters; 2) the perennial and intermittent tributaries to those waters; 3) certain lakes, ponds, and impoundments; and 4) wetlands adjacent to jurisdictional waters. The final rule also detailed 12 categories of exclusions or features that are not considered "waters of the United States" that include features that only contain water in direct response to rainfall (e.g., ephemeral features), groundwater, many ditches, prior converted cropland, and waste treatment systems.

Porter-Cologne Water Quality Act

Also known as the California Water Code, the Porter-Cologne Water Quality Act (Porter-Cologne Act), was created in 1969 to govern water quality regulation in California and protect water quality as well as beneficial uses of water. The Porter-Cologne Act applies to all WoS, including surface water, groundwater, and wetlands at both point and non-point sources of pollution. The act established the overarching California State Water Resources Control Board and nine semiautonomous Regional Water Boards. The Porter-Cologne Act requires the adoption of water quality control plans that give direction to managing water pollution in California. Usually, basin plans get adopted by the Regional Water Boards and are updated when needed. The plans incorporate the beneficial uses of the WoS and then provide objectives that should be met in order to maintain and protect these uses.

AFFECTED ENVIRONMENT

A Water Quality Technical Memorandum (Wood Rodgers 2024e) was prepared for the project to provide data on surface water and groundwater resources within the project site and the water quality of these waters, describe water quality impairments and beneficial uses, identify potential water quality impacts/benefits associated with the proposed project, and recommend avoidance and/or minimization measures for potentially adverse impacts.

Hydrology

The proposed project is within the Chickahominy Slough-Dry Slough subwatershed of the larger Willow Slough watershed, which is within the Valley Putah-Cache hydrologic unit, Lower Putah Creek hydrologic area, Hydrologic Unit Code (HUC) 180201630202.

Precipitation and Climate

The project occurs within the California Dry Steppe Province, Great Valley Section, and Yolo Alluvial Fans ecological subsection of California (USDA 2007). The region receives an average of 21.43 inches of precipitation annually in the form of rain. The average annual high temperature is 77 degrees Fahrenheit (F) and the average annual low temperature is 50 degrees F (U.S. Climate Data 2023).

Surface Water Features

There are no natural stream channels within the project site. The nearest receiving water body is Willow Canal, a man-made canal channel cut in upland to transport agricultural and nuisance runoff flows within Yolo County, which runs on the north side of Russell Boulevard from the I-505 north on-ramp (at Russell Boulevard intersection) to approximately 130 feet east of the Russell Boulevard/Fredericks Drive intersection. The Willow Canal is 303(d) listed and does not confluence with Putah Creek. Therefore, it

would not be classified as WOTUS. However, this surface water feature would be classified as a WoS, as defined under the Porter-Cologne Water Quality Control Act.

Additionally, a non-wetland stormwater drainage feature was identified within the project site beginning at the intersection of Matsumoto Lane and Grant Avenue intersection, south of the roadway. The feature then turns south and follows adjacent (to the west) of the I-505 South eastbound on-ramp. The stormwater drainage within the project site does not exhibit primary indicators of an ordinary high-water mark OHWM and did not qualify as wetland as defined by the USACE or SWRCB. Therefore, this feature would be considered a non-wetland, non-jurisdictional stormwater drainage ditch feature cut within upland.

Groundwater

The project is located within the Sacramento Valley Groundwater Basis – Yolo Subbasin. The Yolo Subbasin is in the southern portion of the Sacramento Valley Basin primarily within Yolo County. It is bounded on the east by the Sacramento River, on the west by the Coast Range, on the north by Cache Creek, and on the south by Putah Creek. The basin is roughly bisected by an anticlinal structure, but otherwise is gently sloping from west to east with elevations ranging from approximately 400 feet at the base of the Coast Range to the west to nearly sea level in the eastern areas (DWR 2004). Groundwater found within the subbasin is characterized as a sodium magnesium, calcium magnesium, or magnesium bicarbonate type. The quality is considered good for both agricultural and municipal uses, even though it is hard to very hard overall.

Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) designates the western portion of the project site approximately between Matsumoto Lane and Morgan Street as a Zone AO Special Flood Hazard Area (FEMA 2023). Zone AO indicates an area subject to inundation by the 1 percent annual chance of flood with flood depths of 1 to 3 feet (usually sheet flow off on sloping terrain). Additionally, the project site along Morgan Street contains areas designated as Zone X, indicating a 0.2 percent annual chance flood hazard (see Appendix C). The project is not located within a Central Valley Flood Protection Board (CVFPB) Designated Floodway (DF) nor is it within 30 feet from a Regulated Stream (CVFPB 2023).

Alternative Analysis

Project effects related to hydrology and water quality for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to hydrology and water quality.

DISCUSSION

a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact. The project would comply with the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWG) as amended by subsequent orders, which became effective June 22, 2022, for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ). Before any ground-disturbing activities, the contractor would prepare a SWPPP (per the Construction General Permit Order 2009-0009-DWQ) that includes erosion control measures and construction waste containment measures to protect WoS during project construction.

The SWPPP would: identify the sources of pollutants that may affect the quality of stormwater; include construction site BMPs to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Caltrans Stormwater Quality Handbooks: "Construction Site Best Management Practices (BMPs) Manual" to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed. The project SWPPP would be continuously updated to adapt to changing site conditions during the construction phase.

The project would incorporate pollution prevention and design measures consistent with the 2016 Caltrans Storm Water Management Plan. This plan complies with the Caltrans' MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022, and effective on January 1, 2023).

With implementation of a SWPPP, construction BMPs, and compliance with Construction General Permit requirements, the project would not substantially degrade surface or ground water quality and would not violate any water quality standards established by the Central Valley RWQCB in its Basin Plan for the Sacramento and San Joaquin River Basins. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The project would not directly or indirectly result in the construction of uses that would utilize groundwater supplies. The project design would include new impervious surfaces (Alt 1. approximately 64,500 sq. ft, and Alt 2. approximately 64,900 sq. ft.) within the project footprint. However, most of the new impervious areas would be part of the I-505 overpass, with minor additions to previously pervious surfaces. This addition is not anticipated to alter the drainage patterns in such a way that would interfere with groundwater recharge. Additionally, the project would not be constructed immediately above a pre-existing well, nor would areas known to contain wells be disturbed by construction of the proposed project. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

(iv) impede or redirect flood flows?

Less Than Significant Impact. A portion of the project footprint is within a FEMA Special Flood Hazard Area at the western terminus of the project from the intersection of Grant Avenue and Matsumoto Lane to the intersection of Grant Avenue to Morgan Street (see Appendix C). The project would construct new sections of bicycle and pedestrian facilities, contributing to new impervious surfaces within the project site.

However, the increases in impervious surface would be considered nominal in the current landscape within the project site, as much of the site consists of previously paved surfaces. Therefore, the implementation of planned safety improvements is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in on- or offsite flooding or exceed the capacity of existing or planned stormwater drainage systems. Additionally, erosion due to surface runoff is not anticipated in paved and/or proper sloped areas with controlled surface drainage facilities. Construction activity would adhere to federal, state, and local regulations, as well as the project's SWPPP, and County Improvement Standards. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant. The project would not occur in a tsunami or seiche zone. According to the FEMA FIRM (see Appendix C), a portion of the proposed project site (from Grant Ave. at Matsumoto Lane Intersection to Grant Ave at Morgan Street Intersection) falls within FEMA Zone AO, designated as a Special Flood Hazard Area subject to inundation by the 1% annual chance of flood with flood depths of 1 to 3 feet (usually sheet flow off on sloping terrain). During construction, project activities in this area would be short-term and limited to intersection and sidewalk improvements and minor grading. With implementation of SWPPP, construction BMPs, and compliance with the Construction General Permit requirements, project construction is not anticipated to increase or include additional risks for release of pollutants. Operation of the completed project would not present additional risks for release of pollutants due to project inundation. Therefore, impacts related to this threshold would be considered less than significant and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As described within discussion a) above, the project would conform to and comply with all local and state laws and regulations regarding water quality. Therefore, the project would not conflict with or obstruct the Central Valley RWQCB Basin Plan or the DWR Sustainable Groundwater Management Act. No impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

WQ-1: Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up under applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of off-site.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil disturbing work would be limited during the rainy season.

WQ-2: The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control
- Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow over Biofiltration Strips, or vegetated slopes adjacent to impervious areas, thus filtering any potential pollutants.
- The project's Storm Water Data Report would provide a detailed analysis and calculations pertaining to new impervious areas and treatment area conclusions and compliance strategies for the project.

MITIGATION MEASURES

No mitigation measures relating to hydrology and water quality are required.

FINDINGS

The project would have a **Less Than Significant Impact** relating to hydrology and water quality.

2.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Alternative Analysis

Project effects related to land use and planning for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to land use and planning.

DISCUSSION

a) Would the project physically divide an established community?

No Impact. The project would provide a dedicated pedestrian and bicycle facility across I-505, connecting residences east of the freeway with schools and businesses west of the freeway within the City. The project would not physically divide an established community. Therefore, no impact would occur related to this threshold and no mitigation is required.

b) Would the project 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 be consistent with the City General Plan, Yolo County General Plan, and applicable City and Yolo County municipal codes. Therefore, the project would not cause a significant environmental impact due to conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to land use and planning are required.

MITIGATION MEASURES

No mitigation measures relating to land use and planning are required.

FINDINGS

The project would not physically divide an established community or conflict with any land use plan, policy or regulation. Therefore, the project would have **No Impact** relating to land use and planning.

2.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Alternative Analysis

Project effects related to mineral resources for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to mineral resources.

DISCUSSION

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the Yolo County 2030 General Plan (2009), the project site does not occur within a known mineral resource zone (MRZ) that would be of value to the region and the residents of the state. Therefore, the project would not result in the loss of availability of a known mineral resource, and no impact would occur related to this threshold and no mitigation is required.

a) Would the project 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 site does not occur within an identified locally important mineral resource recovery site delineated in the Yolo County 2030 General Plan (2009), specific plan, or other land use plan. Therefore, the project would not result in the loss of availability of a known mineral resource recovery site, and no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to mineral resources are required.

MITIGATION MEASURES

No mitigation measures relating to mineral resources are required.

FINDINGS

The project would have **No Impact** relating to mineral resources.

2.13 NOISE

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

REGULATORY SETTING

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. The Yolo County 2030 General Plan (2009) defines noise-sensitive land uses as: residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks. The project site occurs within land use designated by the City of Winters as Public Quasi Public (PQP) and Highway Service Commercial (HSC), and by Yolo County as Agricultural Intensive (A-N) and Medium Density Residential (R-M). The project would occur adjacent (between 50 and 100 feet) to residential homes within the Villas at El Rio neighborhood designated by Yolo County as R-M. There are no hospitals, nursing homes, care facilities, hotels/lodging, schools, day care centers or parks within close proximity (0.5-mile) of the project.

The City General Plan and Municipal Code Chapter/Section 8.20.060 establish maximum permissible noise limits for the various categories of land use within the City. Land use categories in the project site within the City include PQP and HSC. There is no maximum noise level designated for PQP; whereas, maximum noise level requirements within HSC would be limited to 63 decibels during daytime hours (7 a.m. to 10 p.m.) and 45 decibels during nighttime hours (10 p.m. to 7 a.m.).

Yolo County currently has no designated threshold for construction noise; however, the 2030 General Plan established Action HS-A61 to adopt a comprehensive Noise Ordinance that would include standards for acceptable exterior and interior noise levels, and their applicability and exceptions. To date a County noise ordinance addressing construction noise has not been adopted; however, the County relies on the State Office of Noise Control Guidelines when considering new outdoor noise sources.

AFFECTED ENVIRONMENT

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. The Yolo County 2030 General Plan (2009) defines noise-sensitive land uses as: residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodging; schools and day care centers; and neighborhood parks.

The project site occurs within land use designated by the City of Winters as Public Quasi Public (PQP), Highway Service Commercial (HSC), Business Park (B-P), and Neighborhood Commercial (C-1), and by Yolo County as Agricultural Intensive (A-N) and Medium Density Residential (R-M). The project would occur adjacent (between 50 and 100 feet) to residential homes within the Villas at El Rio neighborhood designated by Yolo County as R-M. A residential home is also located at the intersection of Grant Avenue and Timber Crest Road, adjacent to the roadway. There are no hospitals, nursing homes, care facilities, hotels/lodging, schools, day care centers or parks within close proximity (0.5-mile) of the project.

Noise sources that contribute to ambient noise levels in and adjacent to the project corridor include consistent vehicle and truck traffic along the Grant Avenue/SR 128/Russell Boulevard/CR 32, in addition to consistent ambient traffic noise from I-505, and agricultural operations in the agricultural parcels along Grant Avenue and Russell Boulevard/CR 32.

Alternative Analysis

Project effects related to noise for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to noise.

DISCUSSION

a) Would the project result in 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?

Less Than Significant Impact. The Construction Noise Technical Memorandum was developed for the proposed project (Wood Rodgers 2024f) to identify potential construction-related sources of noise and provides methods to ensure the project would not result in excessive construction-period noise effects. Construction activities are expected to temporarily increase noise levels in the vicinity of the project site during the standard construction times of 6:00 a.m. to 9:00 p.m. Noise levels are expected to vary throughout the project duration, depending on the type of activity and equipment involved, and the distance between the source of the noise and the receptors. The loudest construction-related activities may include engine noise from construction vehicles, jack hammering, and pile driving. For this project, the lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 feet for sound from a pick-up truck. The highest construction-related noise levels would be for pile driving (up to 90 dBA at a distance of 50 feet) and for jackhammering (88 dBA at a distance of 50 feet) involved in general bridge demolition activities.

The nearest sensitive receptors (residences of the Villas at El Rio) to the location of proposed pile driving operations are located approximately 1,600 feet from where pile driving activities would occur. Therefore, based on general noise attenuation calculation per 50-foot increments, pile driving operations at the nearest sensitive receptors would be approximately 30 dBA, and no adverse noise effects would occur.

At approximately 50 feet from construction operations associated with the project, residences within the Villas at El Rio community would be considered within acceptable levels in accordance with the Yolo County 2030 General Plan Health and Safety Element typical construction equipment related noise ranges (see Table HS-9 of the Health and Safety Element) (Yolo County 2009). The project would have no operational noise effects. Therefore, the project would not be considered to generate a substantial temporary or permanent increase in ambient noise levels established by Yolo County in relation to noise-sensitive

receptors. Therefore, impact related to this threshold would be less than significant and no mitigation is required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction includes activities, such as operation of large pieces of equipment (e.g., heavy trucks), which may result in the periodic, temporary generation of ground-borne vibration. The project does not introduce new sources of permanent ground-borne vibration. Given the temporary nature of any potential ground-borne vibration that would result from construction of the bridge, impacts related to this threshold would be less than significant and no mitigation is required.

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. The project is not within the vicinity of a private or public airport land use plan that would expose people working in the project site to excessive noise levels. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

NOI-1: Implement Caltrans Standard Specification and Construction BMPs for Noise

To avoid and minimize potential construction-related noise effects, the following BMPs listed below would be implemented during project construction. With implementation of these standard construction period specifications, the project would not result in excessive construction-period noise effects.

- Project-related noise-generating activities at, or adjacent to, the construction site shall comply with the Caltrans Standard Specifications Section 14-8.02. "Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m."
- All internal combustion engine driven equipment shall be equipped with the appropriate manufacturer-recommended intake and exhaust mufflers, which are in good condition.
- "Unnecessary" idling of internal combustion engines shall be strictly prohibited.
- Avoid staging construction equipment within 200 feet of residences and locate all stationary noise generating construction equipment as far as practical from existing noise receptors. Construct temporary barriers to screen noise generating equipment when located in areas adjoining noise sensitive land uses.
- "Quiet" air compressors and other stationary noise sources shall be used when applicable.
- All construction traffic shall be routed to and from the project site via designated truck routes. Construction-related heavy truck traffic shall be prohibited in residential areas where feasible. Construction truck traffic shall be prohibited in the project vicinity during non-allowed hours.
- The businesses and residents in the project site shall be notified in writing by the County of the construction schedule.

MITIGATION MEASURES

No mitigation measures relating to noise are required.

FINDINGS

The project would have a **Less Than Significant Impact** relating to Noise.

2.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

REGULATORY SETTING

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents *"…discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"*

Alternative Analysis

Project effects related to population and housing for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to population and housing.

DISCUSSION

a) Would the project 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. The proposed project would construct new bicycle and pedestrian improvements along the project corridor from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/CR32 and Fredericks Drive in unincorporated Yolo County. The project would not induce population growth, directly or indirectly. Therefore, no impact would occur related to this threshold and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would construct new complete streets bicycle and pedestrian improvements along the project corridor from the intersection of Morgan Street and Grant Avenue/SR 128 in the City of Winters to Russell Blvd/CR32 and Fredericks Drive in unincorporated Yolo County. Construction of the project would not require permanent right-of-way acquisition of single- or multi-family residences and would not displace any existing housing or necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to population and housing are required.

MITIGATION MEASURES

No mitigation measures relating to population and housing are required.

FINDINGS

The project would have **No Impact** relating to population or housing.

2.15 PUBLIC SERVICES

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

Alternative Analysis

Project effects related to public services for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to public services.

DISCUSSION

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and/or other public facilities?

Less Than Significant Impact. The project would construct new bicycle and pedestrian improvements along the project corridor. Construction and operation of the project would not result in substantial adverse physical impacts associated with provision of the new bicycle and pedestrian facilities; nor would it result in the need for new or altered government facilities, construction of which would cause environmental effects in order to maintain acceptable service ratios. During construction, response times of police and fire protection services may be temporarily altered. A traffic management plan would be implemented prior to construction to ensure that one lane traveling in each direction would be maintained in affected roadways (see Section 2.17 Transportation/Traffic). Access to adjacent properties by emergency personnel would be maintained throughout construction. Therefore, impacts related to this threshold would be considered less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to public services are required.

MITIGATION MEASURES

No mitigation measures relating to public services are required.

FINDINGS

The Project would have **Less Than Significant Impact** relating to public services.

2.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Alternative Analysis

Project effects related to recreation for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to recreation.

DISCUSSION

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. The proposed project would construct new complete streets bicycle and pedestrian improvements along the project corridor from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/CR32 and Fredericks Drive in unincorporated Yolo County. The construction and/or operation of the completed project would not increase the use of existing parks or other recreational facilities due to the location and nature of the project, Therefore, no impact would occur related to this threshold and no mitigation is required.

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. The project does not include recreational facilities, nor does it require the construction or expansion of other recreational facilities. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to recreation are required.

MITIGATION MEASURES

No mitigation measures relating to recreation are required.

FINDINGS

The project would have **No Impact** relating to recreation.

2.17 TRANSPORTATION/TRAFFIC

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

Alternative Analysis

Project effects related to transportation/traffic for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to transportation/traffic.

DISCUSSION

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed project would construct new complete streets bicycle and pedestrian improvements along the project corridor from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/CR32 and Fredericks Drive in unincorporated Yolo County. The project would be consistent with the Caltrans' 2017 Transportation Concept Report, SACOG MTP, SACOG Regional Bicycle, Pedestrian, and Trails Master Plan, and the State Highway Bicycle Facility Plan. Construction of the proposed project could temporarily affect traffic circulation within the project site and its adjoining roads. However, traffic control measures would be implemented to maintain and control traffic throughout construction zones and/or detour routes and would conform to the City temporary traffic control guidelines. Therefore, impacts related to this threshold would be considered less than significant and no mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. The project is not a transportation project that would increase or alter vehicle miles traveled within the circulation system, as there would be no added lanes or widening of roadways for vehicle travel. Therefore, no impact would occur related to this threshold and no mitigation is required.

c) Would the project 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. Project improvements would be implemented along the existing roadway alignment. Construction of the project would not introduce any new hazards due to geometric design features or incompatible uses. Therefore, no impact would occur related to this threshold and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The project would temporarily result in one-lane closures on Grant Avenue/SR 128 and Russell Blvd/CR 32, which could potentially impact the response time of emergency services. However, a transportation management plan would be implemented prior to construction to minimize temporary disruption to traffic flow during project implementation. In the event a temporary full road closure would be necessary for the project, detour routes would be clearly marked, and emergency response personnel would be properly notified. Although emergency responders may be detoured, access to residences along the project corridor would be maintained throughout construction and emergency services would remain operational. Therefore, impacts related to this threshold would be considered less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

The following construction BMPs shall be incorporated into the project:

- Prior to construction, the City or construction contractor would prepare a Traffic Management Plan which would include the proposed detour route and locations of sign placement. The Traffic Management Plan would be submitted for review and approval by the Project Engineer.

MITIGATION MEASURES

No mitigation measures relating to transportation and traffic are required.

FINDINGS

The project would have a **Less Than Significant Impact with Mitigation** relating to transportation/traffic.

2.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

REGULATORY SETTING

Federal Regulations

Indian Trust Assets
Indian Trust Assets (ITAs) are legal interests in property that is held in trust by the United States for Native American tribes or individuals. Examples of potential ITAs are lands, minerals, fishing rights, and water rights. Management of ITAs is based on the following orders, agreements, and regulations:

- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments 65 FR 67249
- Memorandum on Government-to-Government Relations With Native American Tribal Governments (FR Volume 59, Number 85, signed April 29, 1994)
- Secretarial Order No. 3175 – Departmental Responsibilities for Indian Trust Resources
- Secretarial Order No. 3206 – American Indian Tribal Rights, Federal -Tribal Trust Responsibilities, and the Federal Endangered Species Act (ESA)
- Secretarial Order No. 3215 – Principles for the Discharge of the Secretary's Trust Responsibility
- Secretarial Order No. 3342 – Identifying Opportunities for Cooperative and Collaborative Partnerships with Federally Recognized Indian Tribes in the Management of Federal Lands and Resources
- Secretarial Order No. 3335 – Reaffirmation of the Federal Trust Responsibility to Federally Recognized Tribes and Individual Indian Beneficiaries

American Indian Religious Freedom Act of 1978
The American Indian Religious Freedom Act of 1978 (AIRFA; 42 U.S.C. § 1996) protects the rights of Native Americans to exercise their traditional religions by ensuring access to sites, the use and possession of sacred objects, and the freedom to worship through ceremonials and traditional rites.

National Historic Preservation Act
As discussed and defined in Section 2.5, Cultural Resources, Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. For purposes of the discussion regarding tribal cultural resources, it is important to underscore that historic properties include

properties of traditional religious and cultural importance to a Native American tribe or Native Hawaiian organization that meet the National Register criteria (36 C.F.R. § 800.16[l]).[1]

Traditional Cultural Properties and Traditional Cultural Landscapes
Traditional Cultural Properties (TCPs) are properties associated with cultural practices or beliefs of a living community that are: 1) rooted in that community's history; and 2) important in maintaining the continuing cultural identity of a community. TCPs can refer to properties of importance to any community, including Indigenous communities. The appropriate terminology for sites of importance to Native American/Indian tribes is *'historic property of religious and cultural significance to an Indian tribe [and Native Hawaiian organization"*" (ACHP 2008:19; ACHP 2011:14). Traditional cultural landscapes (TCL) encompass the same meaning and utility, as well as inclusivity of Indigenous communities. The Secretary of the Interior's Guidelines for the treatment of cultural landscapes define a cultural landscape as *"a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values"* (Birnbaum and Peters 1996:4). Historic vernacular landscapes *"evolved through use by the people whose activities or occupancy shaped them"* and ethnographic *landscapes "contain a variety of natural and cultural resources that associated people define as heritage resource"* (Birnbaum and Peter 1996:4; Ball et al. 2015:7).

Cultural resources routinely not considered for eligibility for inclusion in the NRHP are religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past 50 years. However, these resources, can be evaluated as eligible if they meet one or more of the NRHP eligibility criteria for evaluation, retain integrity, and meet special criteria requirements called criteria considerations. The most notable of the seven considerations (A through G) is Criteria Consideration G, which specifies that a property that has achieved significance within the last 50 years can qualify for the NRHP only if it is of exceptional importance. As noted by Parker and King (1998:17–18), *"a significance ascribed to a property only in the past 50 years cannot be considered traditional."* However, they also note: *"The fact that a property may have gone unused for a lengthy period of time, with use beginning again only recently, does not make the property ineligible for the [National] Register"* (Parker and King 1998:14).

If a property is determined to be a TCP, it becomes the responsibility of the lead agency to assess whether the proposed project would have an effect on the property, and should the effect be adverse, would it alter or destroy the elements that make the property significant and eligible. If a proposed project is determined to have an adverse effect, the lead agency is responsible for seeking measures that would mitigate the adverse effects to TCPs.

State Regulations

Tribal Cultural Resources
As defined at PRC § 21074, a tribal cultural resource (TCR) is a site, feature, place, cultural landscape, sacred place or object that is of cultural value to a California Native American tribe and is either: 1) on or eligible for the CRHR or a local historic register; or 2) the lead agency, at its discretion, chooses to treat the resource as a TCR. TCRs are similar to TCPs in terms of their characteristics, identification, and treatment, and may include a cultural landscape to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Additionally, as defined at PRC § 21074(c), a historical resource, a unique archaeological resource, or a non-unique archaeological resource may also be a TCR if it conforms to the criteria of a TCR in PRC § 21074(a). CEQA mandates that lead agencies determine whether a project will have a significant impact on TCRs that are eligible for listing on the CRHR (i.e., a historical resource), or are determined to be significant by the lead agency in order to appropriately mitigate any such impacts.

Assembly Bill 52 and Consultation
The lead agency for CEQA is responsible for consultation with Native American tribes regarding the potential for a project to impact TCRs, pursuant to Assembly Bill 52 and PRC §§ 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, 21084.3, and 5097.94(m). Assembly Bill 52 recognizes that *"…tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated…"* and that consultation will occur between a lead agency and Native American tribes for covered projects.

PRC §21080.3.1 (a) and Government Code §65352.4 define consultation as *"the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance."*

As described in Section 2.5, Cultural Resources, a proposed project may induce a significant impact to a historical resource, unique archaeological resource, or a TCR if it causes a substantial adverse change (i.e., physical demolition, destruction, relocation, or alteration) to the resource or immediate surroundings (14 CCR 15064.5[b]), thereby demolishing or significantly altering the physical characteristics that qualify it for listing on the CRHR or local registers (PRC §§ 5020.01[k] and 5024.1[g]). A project that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment (PRC § 21084.2). A lead agency shall establish measures to avoid impacts that would alter significant characteristics of a TCR, when feasible (PRC §21084.3).

Native American Historical, Cultural, and Sacred Sites
Pursuant to PRC 5097.94 the NAHC has authority and duty to "*identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands"* and has the power and duty to make recommendations for acquisition by the state or other public agencies regarding Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans.

California Native American Graves Protection and Repatriation Act of 2001
The California Native American Graves Protection and Repatriation Act of 2001 (CalNAGPRA) requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items to provide a process for the identification and repatriation of these items to the appropriate tribes.

Local Regulations

The Yolo County 2030 General Plan (2009) Conservation and Open Space Element includes measures to protect Native American places, features, and objects including historic, cultural, and sacred sites, ruins, burial grounds, and other tribal resources. Section V of the City of Winters General Plan (1992) includes further goals and policies to preserve the cultural and historic heritage of the City. Additionally, all federal and state regulations pertaining to cultural resources and consultations would apply to the project.

AFFECTED ENVIRONMENT

The APE is located within the historic territory of the Patwin, or Southern Wintun. The Patwin are linguistically connected to the neighboring Nomlaki and Wintu groups, and the three groups are collectively known as the Wintun. Numerous historical settlements have been documented in the vicinity of Putah Creek, the most notable of which was Wa'i-taluk, located approximately 30 miles upstream from the project

site. Tribal Cultural Resources could include, but are not limited to, Native American human remains, funerary objects, items or artifacts, sites, features, places, landscapes, or objects with cultural values to the tribe. Tribes culturally affiliated with the Patwin include the Cachil DeHe Band of Wintun Indians of the Colusa Indian Community, the Cortina Rancheria Kletsel DeHe Band of Wintun Indians, the Ohlone Indian Tribe, and the Yocha Dehe Wintun Nation.

An HPSR, ASR, and HRER were prepared for the project by PAR Environmental Services (PAR 2024a; 2024b; 2024c). The studies assessed the potential for surficial and/or buried archaeological and historical resources in the proposed improvement area through the completion of the following:

- Records and literature search at the NCIC of the CHRIS;
- Further literature review of publications, files, and maps for ethnographic, historic-era, and prehistoric resources and background information;
- Communication with the NAHC to request a review of the SLF and contact information for the appropriate tribal communities;
- Contact with the appropriate local Native American Tribes, Groups, and Individuals; and
- Pedestrian archaeological survey of the project site.

Study results were used as a technical basis for evaluating potential impacts to historic and cultural resources under CEQA. Findings of these studies are discussed in Section 2.5, Cultural Resources.

NATIVE AMERICAN CONSULTATION

On behalf of the City, PAR Environmental Services, Inc. provided formal notification to tribal representatives who represent groups with traditional and cultural ties to the project site. The Yocha Dehe Wintun Nation requested consultation, and a meeting was conducted on March 6, 2024. No specific avoidance, minimization, and/or mitigation measures have been requested by the Yocha Dehe Wintun Nation at this time. Consultation with the Yocha Dehe Wintun Nation would remain ongoing throughout the duration of the project.

Alternative Analysis

Project effects related to tribal cultural resources for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to tribal cultural resources.

DISCUSSION

If a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR; or 2) a party, acting in good faith, and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, 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)

Less Than Significant with Mitigation. Thus far, there has been no indication that the project site is sensitive for subsurface archaeology of any kind, including tribal resources. Additionally, a search of the SLF through the NAHC indicated on February 8, 2023, that the SLF was negative, and no sacred resources were identified within the project site. Construction would involve ground disturbance that could impact tribal resources should they be present; however, the project would include mitigation measures **CR-1** and **CR-2**, which includes necessary protocol (see Section 2.5 Cultural Resources) that would engage with the appropriate tribal groups should an unlikely/unexpected discovery occur. With the inclusion of these measures, the proposed project would not cause an adverse change in the significance of a CRHR-listed or eligible tribal cultural resource. Therefore, impacts related to this threshold would be less than significant with mitigation incorporated.

b) Would the project cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation. As described above, on behalf of the City, PAR Environmental Services, Inc. provided formal notification to tribal representatives who represent groups with traditional and cultural ties to the APE. The Yocha Dehe Wintun Nation requested consultation, which would remain ongoing throughout the duration of the project. To date, no tribal cultural resources have been identified in the project site; however, in the event of an inadvertent discovery of resources during construction, the project would implement measures **CR-1** and **CR-2** (see Section 2.5, Cultural Resources) to ensure the appropriate procedures are taken. Therefore, impacts related to this threshold would be less than significant with mitigation incorporated.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to tribal cultural resources are required.

MITIGATION MEASURES

The project would include measures CR-1 and CR-2, discussed in Section 2.5, *Cultural Resources*, to mitigate potential impacts in the event of unexpected subsurface archaeological discovery.

FINDINGS

Project impacts relating to tribal cultural resources would be **Less Than Significant with Mitigation** incorporated.

2.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

DISCUSSION

a) Would the project 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?

Less Than Significant Impact. The proposed project would construct new complete streets bicycle and pedestrian improvements along the project corridor from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/CR32 and Fredericks Drive in unincorporated Yolo County. Existing utilities in conflict with the proposed project would be relocated. Specifically, PG&E gas lines, City water lines, and AT&T underground phone and fiber lines may require relocation.

Build Alternative 1 (1A, 1B, and 1C): The PG&E gas line relocation and AT&T underground would require trench excavation depths up to approximately 12 feet, and approximately 20 to 25 feet from the ends of the proposed bridge. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment. Construction of the project would also require improvements to existing roadway drainage facilities to accommodate the new impervious surfaces associated with construction of the trail.

Build Alternative 2: The PG&E gas line relocation and AT&T underground would require trench excavation depths up to approximately 6 feet. The proposed method of relocation would be open trenching with excavators or other similar excavation equipment. Construction of the project would also require improvements to existing roadway drainage facilities to accommodate the new impervious surfaces associated with construction of the trail.

Neither Build Alternative 1 nor Build Alternative 2 would cause substantial environmental effects from the relocation of these utility services. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The project would temporarily utilize water for dust suppression and other activities during construction. Construction-related water demands would be short-term and minimal in volume. Project operation would not require a permanent water supply. No impact related to future water supply during normal, dry, or multiple dry years would occur. Due to the temporary and intermittent nature of projected water usage during construction, impacts related to this threshold would be considered less than significant and no mitigation is required.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project would not include the construction of any wastewater-generating uses. The project would not induce the growth of the regional or local population. Therefore, no impact would occur related to this threshold and no mitigation is required.

d) Would the project 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?

Less Than Significant Impact. The project would not generate substantial solid waste during operation. Solid waste may be generated during construction; however, the quantity would not exceed local landfill capacities. Additionally, any generation of solid waste would be temporary and would only occur during the construction period. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

e) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Les Than Significant Impact. The project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to utilities and service systems are required.

MITIGATION MEASURES

No mitigation measures relating to utilities and service systems are required.

FINDINGS

The Project would have a **Less Than Significant Impact** to utilities and service systems.

2.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Alternative Analysis

Project effects related to wildfire for both Build Alternative 1 (1A, 1B, and 1C) and Build Alternative 2 are similar based on the proposed project footprints. The following initial study discussions of potential effects are combined and applicable for both build alternatives. The No-Build Alternative would have no impact related to wildfire.

DISCUSSION

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The City Emergency Operations Plan (EOP) was revised in March 2017. The purpose of the EOP is to provide the basis for a coordinated response before, during, and after a disaster incident affecting the City. The Yolo County EOP was revised in December 2013 and addresses the planned response to emergency situations within Yolo County. Project construction and operation would not impair the adopted EOPs or implementation of fire suppression services within the project corridor or project vicinity. Therefore no impact would occur related to this threshold and no mitigation is required.

b) Would the project, 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. According to the CAL FIRE Fire Hazard Severity Zone Map (CAL FIRE 2024), the project is not within a State-Responsibility or Local-Responsibility Area listed as having a high or moderate potential for wildfire. Therefore, the project is not anticipated to exacerbate wildfire risks due to slope, prevailing winds, or other factors. Thererfore, no impact would occur related to this threshold and no mitigation is required.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As described in Section 2.19, Utilities and Service Systems, the project would require the relocation of underground utilities; however, relocation or maintenance of powerlines or other utilities that would present a potential fire hazard would not be required. Therefore, the project would not exacerbate fire risk. As such, no impact would occur related to this threshold and no mitigation is required.

d) Would the project 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. Project construction and operation would not expose people or structures to significant risks, as a result of runoff, post-fire instability or drainage changes. Therefore, no impact would occur related to this threshold and no mitigation is required.

AVOIDANCE AND MINIMIZATION MEASURES

No avoidance or minimization measures relating to wildfire are required.

MITIGATION MEASURES

No mitigation measures relating to wildfire are required.

FINDINGS

The project would have **No Impact** relating to wildfire.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

a) Does the project have the potential to 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?

Less Than Significant with Mitigation. Based upon the review and analysis of potential adverse effects to the environment provided in this Initial Study (including the project-specific mitigation measures) the proposed project would not substantially degrade the overall quality of the environment within the project site. Respectively, the analysis provided in Section 2.4 Biological Resources, Section 2.5 Cultural Resources, Section 2.9 Hazards and Hazardous Materials, determined potentially significant impacts must be mitigated to a less-than-significant level with incorporation of project-specific mitigation measures.

With the incorporation of mitigation measures BIO-1 through BIO-12 for potential impacts to biological resources, CR-1 and CR-2 for potential impacts to cultural and resources, and HAZ-1 through HAZ-4 for potential environmental impacts due to hazards and hazardous materials, the potential for project-related activities to degrade the quality of the environment, including wildlife species or their habitat, plant or animal communities, important examples of California history or prehistory, or release or production of hazards or hazardous materials would be reduced to less than significant levels. Therefore, the project impacts related to this threshold would be considered less than significant with mitigation incorporated.

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)?

Less Than Significant Impact. Implementation of the project, in conjunction with other approved or pending projects within the County, would not have adverse environmental impacts at a significant level or result in cumulatively considerable impacts to the environment. The planned County Road 98 Bike and Safety Improvement Project Phase II features similar components to the proposed project and is located along County Road 98 adjacent to Russell Road. However, the two projects are separated by distance, as

the affected portion of County Road 98 is located approximately 7.5 miles east of the proposed project. Additionally, the Yolo 80 Corridor Improvement Project would install managed lanes (bus and carpool lanes) along an approximately 17-mile-long segment of Interstate 80 in Yolo County, as well as bicycle and pedestrian improvements, pavement rehabilitations, and improved striping and signage. The affected portion of Interstate 80 is approximately 8.7 miles east of the proposed project site at its nearest point. The projects are separated by distance, and both would include a project level environmental analysis outlining avoidance, minimization, and mitigation measures to reduce the potential for adverse environmental impacts. Therefore, the project is not anticipated to result in cumulatively considerable impacts when viewed in connection with past, current, or planned projects within the County. Therefore, impacts related to this threshold would be less than significant and no mitigation is required.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant with Mitigation. Based upon the review and analysis of potential adverse effects on human beings, either directly or indirectly, provided in this Initial Study, the project would not have environmental effects which would cause substantial adverse effects on human beings. The analysis provided in Section 2.9 Hazards and Hazardous Materials determined potentially significant impacts must be mitigated to a less-than-significant level with incorporation of project-specific mitigation measures.

With the incorporation of mitigation measures HAZ-1 through HAZ-4 for potential impacts related to human exposure to hazards or hazardous materials, the potential for project-related activities to cause substantial adverse effects on human beings would be reduced to a less than significant level. Therefore, the project impacts related to this threshold would be considered less-than-significant with mitigation incorporated.

FINDINGS

The project would not have a significant impact relating to degradation of the quality of the environment, nor have impacts that are individually limited, but cumulatively considerable; nor have environmental effects which would cause substantial adverse effects, either directly or indirectly, on human beings. Therefore, there are no potentially significant determinations for mandatory findings of significance.

3.0 Comments and Coordination

This chapter summarizes City of Winters, Yolo County, and Caltrans efforts to identify, address and resolve project-related issues through early and continuing coordination.

3.1 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

Consultation and/or coordination with the following agencies was, or would be initiated for the project:

- Yolo-Solano Air Quality Management District
- California Department of Fish and Wildlife
- Central Valley – Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

3.2 PUBLIC PARTICIPATION

The public review and comment period for the project occurred from January 13, 2025, to February 11, 2025. All written comments received by the City of Winters have been incorporated into the Final IS/MND and added in Appendix D. Any additions or corrections to the IS/MND subsequent to public comments have been addressed within the final document and are indicated by a vertical bar in the left margin.

4.0 Distribution List

A Notice of Availability was prepared and posted with the Yolo County Clerk-Recorder Office, the Winters Express Newspaper, and the City of Winters weekly newsletter. Additionally, the Notice was distributed to members of the public that attended a public meeting in December 2023 and the following agencies and interested parties.

Winters City Hall
318 1st Street
Winters, CA 95694
(IS hardcopies)

State Government

Governor's Office of Planning and Research – California State Clearinghouse
CEQA Submit Online Database

California Department of Transportation – District 3
Attn: Gurtej Bhattal, Project Manager
703 B Street
Marysville, CA 95901

Local Agencies

Yolo County Clerk-Recorder
625 Court Street, Room B01
Woodland, CA 95695

5.0 List of Preparers

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Eralise Spokely, Assistant Environmental Planner
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Crawford & Associates, Inc.

Steven J. Carter, Senior Geologist
Chris Tumball, PE, Senior Project Manager

City of Winters

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Appendix A.
Roadway Construction Emission Model Results

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Alt. 1 - Grant Ave/SR 128/ Russell Blvd. Bike and Ped. Improvemen

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.95	10.44	10.45	5.64	0.44	5.20	1.43	0.35	1.08	0.03	3,438.96	0.59	0.23	3,522.58
Grading/Excavation	6.79	62.12	70.49	8.05	2.85	5.20	3.52	2.44	1.08	0.20	19,124.70	4.69	0.75	19,465.09
Drainage/Utilities/Sub-Grade	4.76	43.80	44.47	6.98	1.78	5.20	2.70	1.62	1.08	0.11	10,532.15	2.71	0.12	10,635.74
Paving	0.96	13.62	10.31	0.47	0.47	0.00	0.38	0.38	0.00	0.03	3,112.14	0.57	0.18	3,180.31
Maximum (pounds/day)	6.79	62.12	70.49	8.05	2.85	5.20	3.52	2.44	1.08	0.20	19,124.70	4.69	0.75	19,465.09
Total (tons/construction project)	0.27	2.52	2.70	0.40	0.11	0.29	0.15	0.10	0.06	0.01	707.40	0.17	0.02	718.46

Notes:

Project Start Year ->	2027
Project Length (months) ->	12
Total Project Area (acres) ->	38
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	219	0	330	0	320	40
Grading/Excavation	371	298	570	450	1,200	40
Drainage/Utilities/Sub-Grade	0	0	0	0	800	40
Paving	88	52	150	90	400	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Alt. 1 - Grant Ave/SR 128/ Russell Blvd. Bike and Ped. Improvemen

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.11	0.11	0.06	0.00	0.06	0.02	0.00	0.01	0.00	37.83	0.01	0.00	35.15
Grading/Excavation	0.15	1.37	1.55	0.18	0.06	0.11	0.08	0.05	0.02	0.00	420.74	0.10	0.02	388.49
Drainage/Utilities/Sub-Grade	0.10	0.96	0.98	0.15	0.04	0.11	0.06	0.04	0.02	0.00	231.71	0.06	0.00	212.27
Paving	0.01	0.07	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.12	0.00	0.00	15.87
Maximum (tons/phase)	0.15	1.37	1.55	0.18	0.06	0.11	0.08	0.05	0.02	0.00	420.74	0.10	0.02	388.49
Total (tons/construction project)	0.27	2.52	2.70	0.40	0.11	0.29	0.15	0.10	0.06	0.01	707.40	0.17	0.02	651.78

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Alt. 2 - Grant Ave/SR 128/ Russell Blvd. Bike and Ped. Improvemen

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.95	10.49	10.92	5.66	0.46	5.20	1.44	0.36	1.08	0.04	3,655.42	0.59	0.27	3,749.18
Grading/Excavation	7.07	65.20	96.08	8.88	3.68	5.20	3.89	2.81	1.08	0.31	30,921.43	4.71	2.60	31,814.71
Drainage/Utilities/Sub-Grade	4.76	43.80	44.47	6.98	1.78	5.20	2.70	1.62	1.08	0.11	10,532.15	2.71	0.12	10,635.74
Paving	0.96	13.62	10.31	0.47	0.47	0.00	0.38	0.38	0.00	0.03	3,112.14	0.57	0.18	3,180.31
Maximum (pounds/day)	7.07	65.20	96.08	8.88	3.68	5.20	3.89	2.81	1.08	0.31	30,921.43	4.71	2.60	31,814.71
Total (tons/construction project)	0.28	2.59	3.27	0.41	0.13	0.29	0.16	0.10	0.06	0.01	969.31	0.17	0.06	992.64

Notes:

Project Start Year ->	2027
Project Length (months) ->	12
Total Project Area (acres) ->	38
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	254	0	390	0	320	40
Grading/Excavation	1,143	1695	1,740	2,550	1,200	40
Drainage/Utilities/Sub-Grade	0	0	0	0	800	40
Paving	92	55	150	90	400	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Alt. 2 - Grant Ave/SR 128/ Russell Blvd. Bike and Ped. Improvemen

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.12	0.12	0.06	0.01	0.06	0.02	0.00	0.01	0.00	40.21	0.01	0.00	37.41
Grading/Excavation	0.16	1.43	2.11	0.20	0.08	0.11	0.09	0.06	0.02	0.01	680.27	0.10	0.06	634.97
Drainage/Utilities/Sub-Grade	0.10	0.96	0.98	0.15	0.04	0.11	0.06	0.04	0.02	0.00	231.71	0.06	0.00	212.27
Paving	0.01	0.07	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.12	0.00	0.00	15.87
Maximum (tons/phase)	0.16	1.43	2.11	0.20	0.08	0.11	0.09	0.06	0.02	0.01	680.27	0.10	0.06	634.97
Total (tons/construction project)	0.28	2.59	3.27	0.41	0.13	0.29	0.16	0.10	0.06	0.01	969.31	0.17	0.06	900.52

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Appendix B.
Special Status Species Database Query Results

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: 12/10/2025 23:22:55 UTC
Project Code: 2024-0047100
Project Name: Grant Ave/SR128/Russell Blvd Bike and Pedestrian Improvements Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2024-0047100

Project Name: Grant Ave/SR128/Russell Blvd Bike and Pedestrian Improvements Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Blvd/County Road (CR) 32 and Fredericks Drive in unincorporated Yolo County.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.531082049999995,-121.95274037430343,14z



Counties: Yolo County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911 General project design guidelines: https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf	Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111 General project design guidelines: https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076 General project design guidelines: https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf	Threatened
Western Spadefoot *Spea hammondii* Population: Northern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425 General project design guidelines: https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 General project design guidelines:	Proposed Threatened

NAME	STATUS
https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf	
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*	Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7850

CRUSTACEANS

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi*	Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/498
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf

Vernal Pool Tadpole Shrimp *Lepidurus packardi*	Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2246
General project design guidelines:
https://ipac.ecosphere.fws.gov/project/TRVAQTHAZ5GFHNWUHPVTCNROM4/documents/generated/11271.pdf

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Eralise Spokely
Address:	3741 Douglas Blvd
Address Line 2:	Suite 150
City:	Roseville
State:	CA
Zip:	95661
Email	espokely@woodrodgers.com
Phone:	5303055237

Alex Smither

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Thursday, April 24, 2025 3:53 PM
To: Alex Smither
Subject: Federal ESA - - NOAA Fisheries Species List Re: Grant Ave/SR-128 Bike and Pedestrian Improvements Project - City of Winters, Yolo

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Alex Smither

From: Alex Smither
Sent: Thursday, April 24, 2025 3:52 PM
To: nmfs.wcrca.specieslist@noaa.gov
Subject: Grant Ave/SR-128 Bike and Pedestrian Improvements Project - City of Winters, Yolo

Project Name: Grant Ave/SR-128 Bike and Pedestrian Improvements Project - City of Winters, Yolo County
Federal Lead Agency: California Department of Transportation via FHWA
Project Proponent: City of Winters
Consultant: Wood Rodgers, Inc. – Alexander Smither (asmither@woodrodgers.com)

Quad Name **Winters**
Quad Number **38121-E8**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

Alex Smither | Biologist

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Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Winters (3812158) OR Allendale (3812148) OR Madison (3812168) OR Woodland (3812167) OR Merritt (3812157) OR Dixon (3812147))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
adobe-lily *Fritillaria pluriflora*	PMLIL0V0F0	None	None	G2G3	S2S3	1B.2
alkali milk-vetch *Astragalus tener var. tener*	PDFAB0F8R1	None	None	G2T1	S1	1B.2
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
American bumble bee *Bombus pensylvanicus*	IIHYM24260	None	None	G3G4	S2	
Antioch multilid wasp *Myrmosula pacifica*	IIHYM15010	None	None	GH	SH	
Baker's navarretia *Navarretia leucocephala ssp. bakeri*	PDPLM0C0E1	None	None	G4T2	S2	1B.1
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S3	
bearded popcornflower *Plagiobothrys hystriculus*	PDBOR0V0H0	None	None	G2	S2	1B.1
black-crowned night heron *Nycticorax nycticorax*	ABNGA11010	None	None	G5	S4	
burrowing owl *Athene cunicularia*	ABNSB10010	None	Candidate Endangered	G4	S2	SSC
California alkali grass *Puccinellia simplex*	PMPOA53110	None	None	G2	S2	1B.2
California linderiella *Linderiella occidentalis*	ICBRA06010	None	None	G2G3	S2S3	
California tiger salamander - central California DPS *Ambystoma californiense pop. 1*	AAAAA01181	Threatened	Threatened	G3T3	S3	WL
Crotch's bumble bee *Bombus crotchii*	IIHYM24480	None	Candidate Endangered	G2	S2	
dwarf downingia *Downingia pusilla*	PDCAM060C0	None	None	GU	S2	2B.2
Ferris' milk-vetch *Astragalus tener var. ferrisiae*	PDFAB0F8R3	None	None	G2T1	S1	1B.1
giant gartersnake *Thamnophis gigas*	ARADB36150	Threatened	Threatened	G2	S2	
heartscale *Atriplex cordulata var. cordulata*	PDCHE040B0	None	None	GNRT2	S2	1B.2
hoary bat *Lasiurus cinereus*	AMACC05032	None	None	G3G4	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Keck's checkerbloom *Sidalcea keckii*	PDMAL110D0	Endangered	None	G2	S2	1B.1
mountain plover *Anarhynchus montanus*	ABNNB03100	None	None	G3	S2	SSC
northern harrier *Circus hudsonius*	ABNKC11011	None	None	G5	S3	SSC
northwestern pond turtle *Actinemys marmorata*	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G4	S3	SSC
recurved larkspur *Delphinium recurvatum*	PDRAN0B1J0	None	None	G2?	S2	1B.2
Sacramento Valley tiger beetle *Cicindela hirticollis abrupta*	IICOL02106	None	None	G5TH	SH	
silver-haired bat *Lasionycteris noctivagans*	AMACC02010	None	None	G4	S3S4	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S4	
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Threatened	G1G2	S2	SSC
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T3	S3	
Valley Oak Woodland *Valley Oak Woodland*	CTT71130CA	None	None	G3	S2.1	
vernal pool fairy shrimp *Branchinecta lynchi*	ICBRA03030	Threatened	None	G3	S3	
vernal pool tadpole shrimp *Lepidurus packardi*	ICBRA10010	Endangered	None	G3	S3	
western bumble bee *Bombus occidentalis*	IIHYM24252	None	Candidate Endangered	G3	S1	
western red bat *Lasiurus frantzii*	AMACC05080	None	None	G4	S3	SSC
western ridged mussel *Gonidea angulata*	IMBIV19010	None	None	G3	S2	
western spadefoot *Spea hammondii*	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
white-tailed kite *Elanus leucurus*	ABNKC06010	None	None	G5	S3S4	FP
Yuma myotis *Myotis yumanensis*	AMACC01020	None	None	G5	S4	

Record Count: 40

CALIFORNIA NATIVE PLANT SOCIETY

CNPS Rare Plant Inventory

Search Results

14 matches found. Click on scientific name for details

Search Criteria: , Quad is one of [**3812158:3812148:3812168:3812167:3812157:3812147**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
Astragalus tener var. *ferrisiae*	Ferris' milk-vetch	Fabaceae	annual herb	Apr-May	None	None	G2T1	S1	1B.1	Yes	1994-01-01
Astragalus tener var. *tener*	alkali milk-vetch	Fabaceae	annual herb	Mar-Jun	None	None	G2T1	S1	1B.2	Yes	1994-01-01
Atriplex cordulata var. *cordulata*	heartscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G3T2	S2	1B.2	Yes	1988-01-01
Centromadia parryi ssp. *rudis*	Parry's rough tarplant	Asteraceae	annual herb	May-Oct	None	None	G3T3	S3	4.2	Yes	2007-05-22
Delphinium recurvatum	recurved larkspur	Ranunculaceae	perennial herb	Mar-Jun	None	None	G2?	S2	1B.2	Yes	1988-01-01
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	None	None	GU	S2	2B.2		1980-01-01
Fritillaria pluriflora	adobe-lily	Liliaceae	perennial bulbiferous herb	Feb-Apr	None	None	G2G3	S2S3	1B.2	Yes	1974-01-01
Hesperevax caulescens	hogwallow starfish	Asteraceae	annual herb	Mar-Jun	None	None	G3	S3	4.2	Yes	2001-01-01
Lessingia hololeuca	woolly-headed lessingia	Asteraceae	annual herb	Jun-Oct	None	None	G2G3	S2S3	3	Yes	1994-01-01

Malacothamnus helleri	Heller's bushmallow	Malvaceae	perennial deciduous shrub	May-Jul	None	None	G2Q	S2	3.3	Yes	1974-01-01
Navarretia leucocephala ssp. *bakeri*	Baker's navarretia	Polemoniaceae	annual herb	Apr-Jul	None	None	G4T2	S2	1B.1	Yes	1994-01-01
Plagiobothrys hystriculus	bearded popcornflower	Boraginaceae	annual herb	Apr-May	None	None	G2	S2	1B.1	Yes	1974-01-01
Puccinellia simplex	California alkali grass	Poaceae	annual herb	Mar-May	None	None	G2	S2	1B.2		2015-10-15
Sidalcea keckii	Keck's checkerbloom	Malvaceae	annual herb	Apr-May(Jun)	FE	None	G2	S2	1B.1	Yes	1974-01-01

Showing 1 to 14 of 14 entries

Go to top

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2025. Rare Plant Inventory (online edition, v9.5.1). Website https://www.rareplants.cnps.org [accessed 24 April 2025].

}

Appendix C.
FEMA Firmette

National Flood Hazard Layer FIRMette

FEMA

121°57'57"W 38°31'57"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

121°57'19"W 38°31'29"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/25/2024 at 2:52 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

National Flood Hazard Layer FIRMette

FEMA

121°57'29"W 38°32'7"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

121°56'52"W 38°31'39"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

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- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/25/2024 at 2:58 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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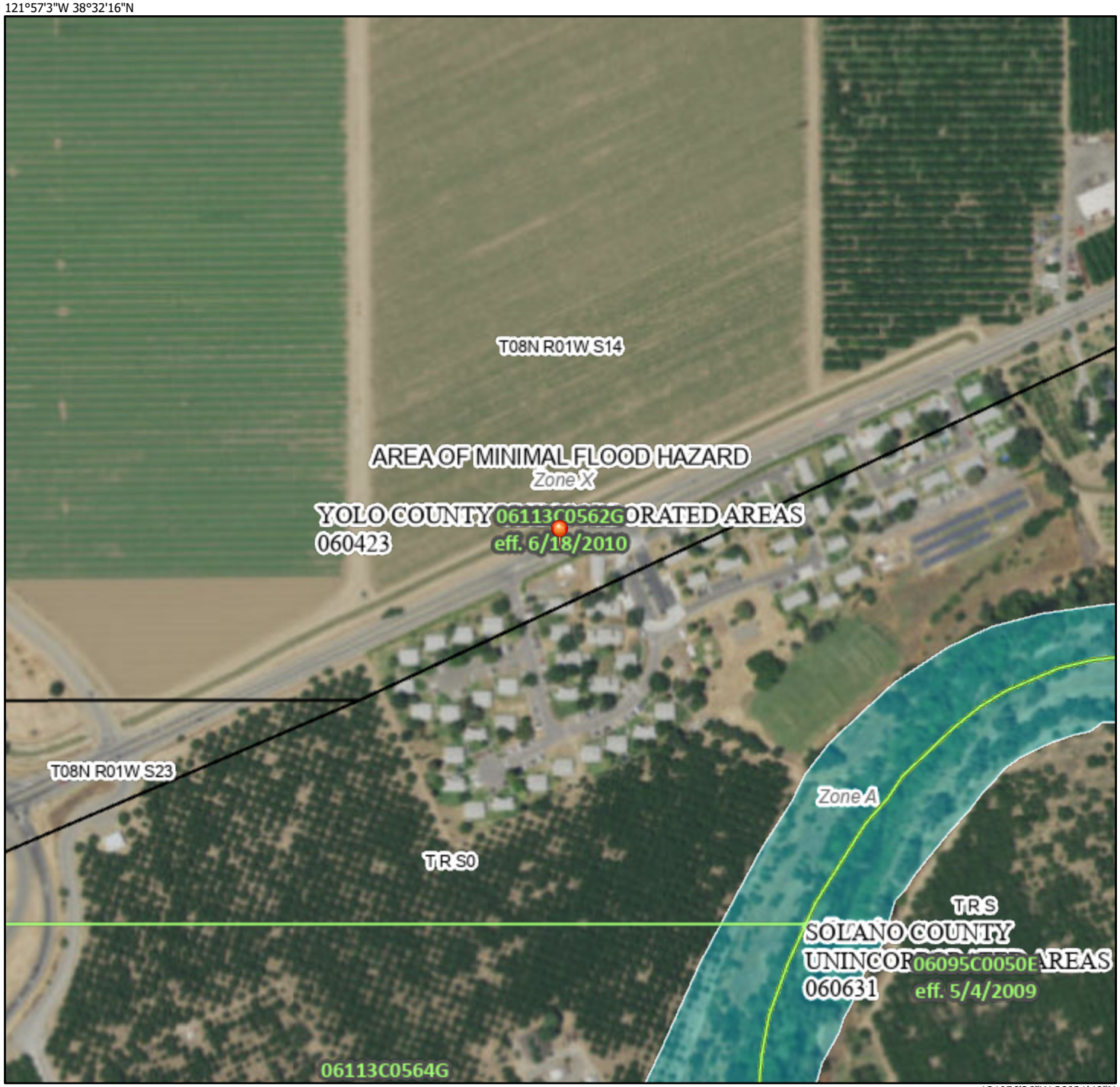
National Flood Hazard Layer FIRMette

FEMA

121°57'3"W 38°32'16"N



121°56'26"W 38°31'48"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
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- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/25/2024 at 3:02 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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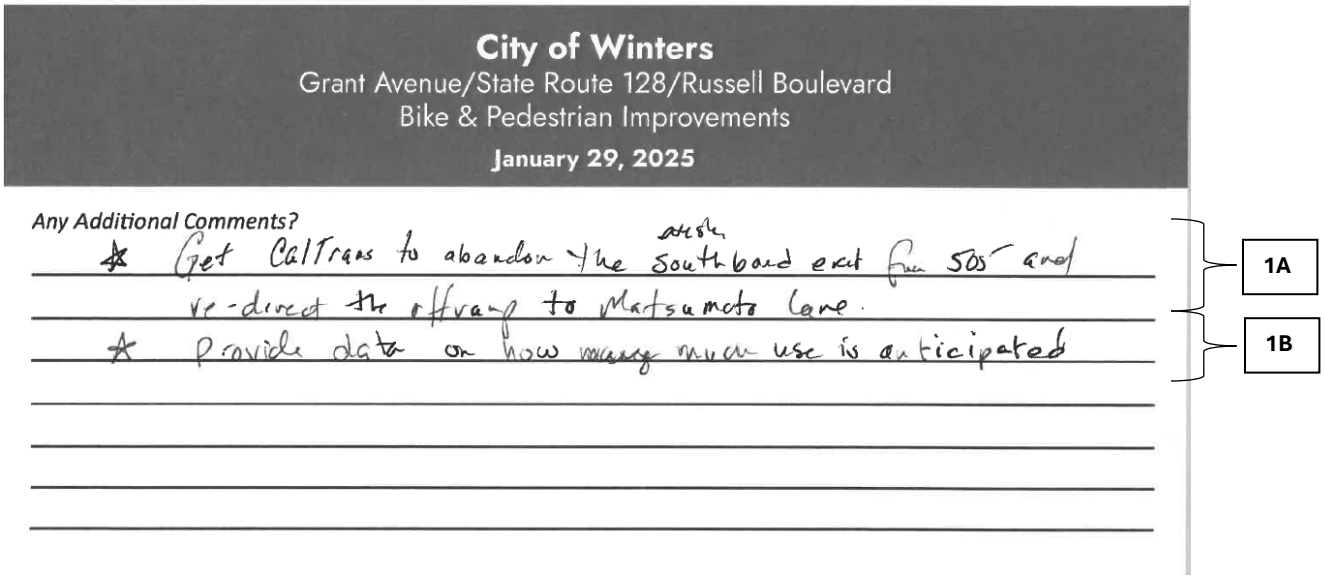
Appendix D.
Responses to Public and Agency Comments

Comment 1: Community Member; January 29, 2025



City of Winters
Grant Avenue/State Route 128/Russell Boulevard
Bike & Pedestrian Improvements
January 29, 2025

Any Additional Comments?

★ Get CalTrans to abandon the southbound exit from 505 and re-direct the offramp to Matsumoto Lane. — 1A

★ Provide data on how many much use is anticipated — 1B

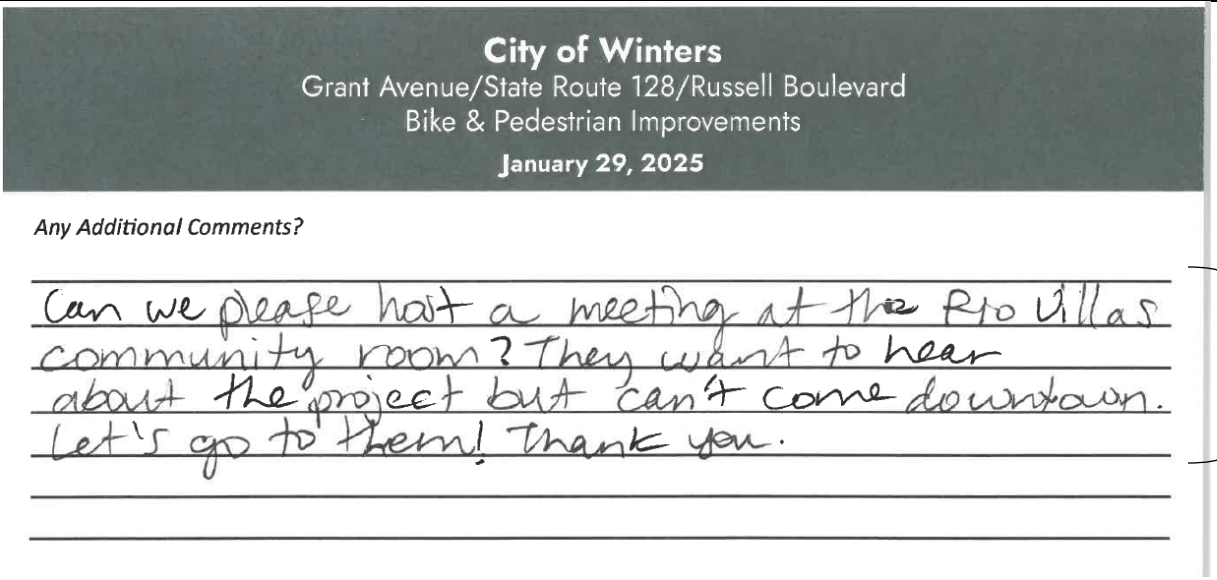
Response to Comment 1A: I-505 Southbound Onramp

Thank you for your comment. Your request is noted.

Response to Comment 1B: Anticipated Usage

Thank you for your comment requesting data on anticipated usage for the proposed bike and pedestrian improvements. Caltrans and the City of Winters have not conducted a usage study for the proposed new bicycle and pedestrian facility because the primary purpose of the project is to "provide a dedicated pedestrian and bicycle facility across Interstate 505 connecting residences east of the freeway with schools and businesses west of the freeway along Main Street." While a formal usage study has not been conducted, the City has numerous anecdotes from community members who are forced to use the existing bridge to cross Interstate 505 and have expressed concerns for safety. Caltrans specifically notes the direct benefit of project implementation for the Rio de Villas community who must use the existing bridge's narrow sidewalks to cross Interstate 505. This existing facility is not up to ADA standards, has substandard sidewalk width, and does not provide a dedicated space for bicycles.

Comment 2: Community Member; January 29, 2025



City of Winters
Grant Avenue/State Route 128/Russell Boulevard
Bike & Pedestrian Improvements
January 29, 2025

Any Additional Comments?

Can we please host a meeting at the Rio Villas community room? They want to hear about the project but can't come downtown. Let's go to them! Thank you.

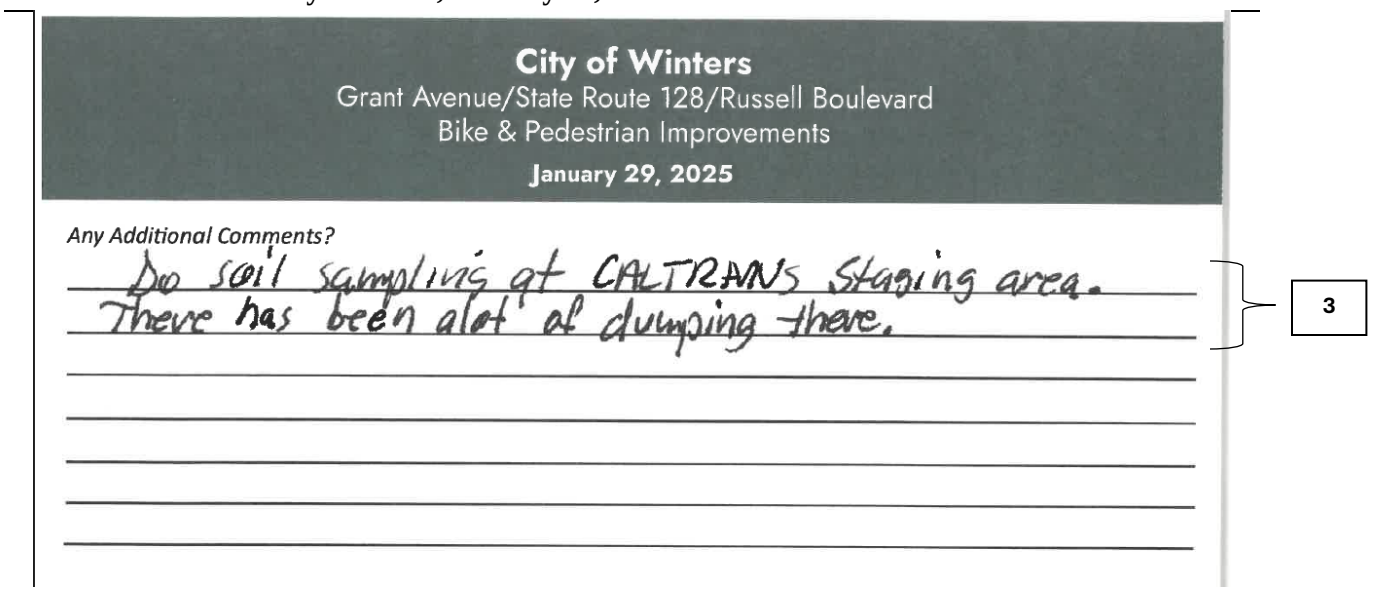
2

Response to Comment 2: Request for Rio Villas Community Meeting

Thank you for your comment, we appreciate the community's concern for the Villas at El Rio (ERV) residents. A representative of Yolo County Housing announced the project's public meeting time and date at the ERV resident meeting on January 22, 2025. The representative also printed out these announcements and made them available to residents at the Yolo County Housing Winter's office.

City of Winter's Mayor, Albert Vallencillo, has displayed the boards presented at the public meeting and the bilingual project fliers at the ERV Community Room. The City plans to continue to provide outreach to ERV, including attendance at the National Night Out event hosted at ERV in August, where residents can ask questions they may have regarding the project.

Comment 3: Community Member; January 29, 2025



City of Winters
Grant Avenue/State Route 128/Russell Boulevard
Bike & Pedestrian Improvements
January 29, 2025

Any Additional Comments?

Do soil sampling at CALTRANS Staging area.
There has been alot of dumping there.

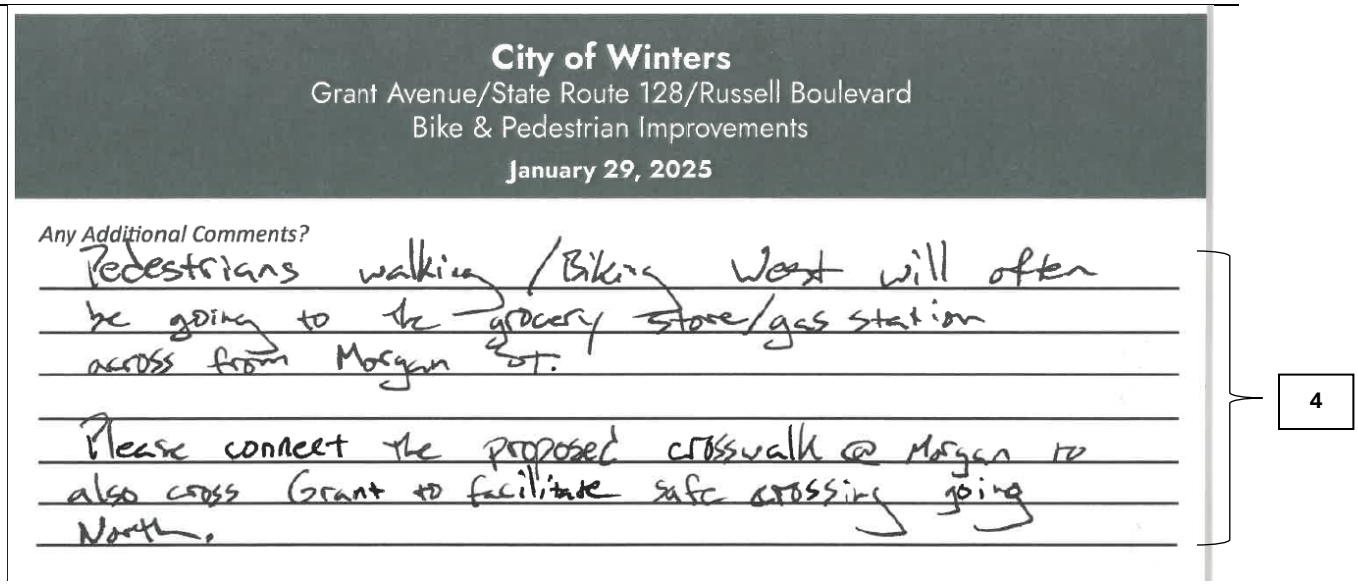
3

Response to Comment 3: Request for Soil Sampling

The Hazardous Waste Phase I Initial Site Assessment conducted by Crawford in 2023 identified stockpiled soil of unknown origin present within the interchange, which would be impacted if Alternative 2 is selected. The following mitigation measures, paired with construction best management practices and compliance with all applicable regulations, would reduce impacts associated with potentially hazardous materials due to dumping to a less than significant level.

> **HAZ-2:** Soil within the project alignment that would be disturbed by construction activities shall be tested for ADL concentrations that exceed hazardous waste limits.
>
> **HAZ-4:** Project alignment soils adjacent to agricultural land (including the proposed property take in APN 038-070-001) shall be tested to assess if OCPs or arsenic are present at concentrations exceeding hazardous waste or human health limits.

Comment 4: Community Member; January 29, 2025



City of Winters
Grant Avenue/State Route 128/Russell Boulevard
Bike & Pedestrian Improvements
January 29, 2025

Any Additional Comments?

Pedestrians walking / Biking West will often be going to the grocery store/gas station across from Morgan St.

Please connect the proposed crosswalk @ Morgan to also cross Grant to facilitate safe crossing going North.

4

Response to Comment 4: Request for Additional Crosswalk

Thank you for your comment. Your request is noted, and the design team will take your comment into consideration during the preferred alternative decision-making process and final design.

Comment 5: Central Valley Regional Water Quality Control Board (RWQCB); February 11, 2025

11 February 2025

Paul Gervacio
City of Winters
318 1st Street
Winters, CA 95694
pgervacio@psomas.com

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD BIKE AND PEDESTRIAN IMPROVEMENT PROJECT, SCH#2025010344, YOLO COUNTY

Pursuant to the State Clearinghouse's 13 January 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvement Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as

5A

required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

5A

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention

5B

Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

5B

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more

information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

5B

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment 5A: Regulatory Requirements
Thank you for your comments. The City of Winters recognizes the Basin Plan and Anti-degradation requirements for water discharge and stormwater management, as noted in comment, and the project will comply with terms, as appropriate.

Response to Comment 5B: Permitting Requirements
During proposed project implementation, the City of Winters will comply with local, state, and federal permitting requirements, as necessary, per comment.

Appendix E.
Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

Grant Avenue/State Route 128/Russel Boulevard Bike and Pedestrian Improvements Project

BEST MANAGEMENT PRACTICES	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AIR				
Prior to construction, the project proponent or project contractor shall obtain a District-approved Authority to Construct Permit and shall implement all District construction phase BMPs, where applicable.	Prior to Construction	City / Contractor		
AQ-1: Implement Yolo-Solano Air Quality Management District Construction Phase Best Management Practices Prior to and during construction, the project contractor shall implement construction and dust control BMPs, in order to maintain the projects temporary construction and dust emissions within the District Rule 2.5 "Nuisance" guidelines. The following list of measures from the District's handbook shall be implemented as BMPs by the Contractor to control dust, where feasible: • Water all active construction sites at least twice daily. Frequency shall be based on the type of operation, soil, and wind exposure. • Haul trucks shall maintain at least 2 feet of freeboard. • Cover all trucks hauling dirt, sand, or loose materials. • Apply non-toxic tackifiers or soil binders (e.g. latex acrylic copolymer or tackifier hydroseed mix) to exposed areas after completing cut and fill operations. • Apply chemical soil stabilizers on inactive construction areas (e.g., disturbed lands within construction projects that are unused for at least four consecutive days). • Cover inactive storage piles. • Sweep streets if visible soil material is carried out from the construction site. • Treat accesses to a distance of 100 feet from the paved road with a 6-to-12-inch layer of wood chips or mulch. • Treat accesses to a distance of 100 feet from the paved road with a 6- inch layer of gravel.	During Construction	Contractor		
NOISE				
NOI-1: Implement Caltrans Standard Specification and Construction BMPs for Noise	During Construction	Contractor		

BEST MANAGEMENT PRACTICES	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
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To avoid and minimize potential construction-related noise effects, the following BMPs listed below would be implemented during project construction. With implementation of these standard construction period specifications, the project would not result in excessive construction-period noise effects. • Project-related noise-generating activities at, or adjacent to, the construction site shall comply with the Caltrans Standard Specifications Section 14-8.02. "Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m." • All internal combustion engine driven equipment shall be equipped with the appropriate manufacturer-recommended intake and exhaust mufflers, which are in good condition. • "Unnecessary" idling of internal combustion engines shall be strictly prohibited. • Avoid staging construction equipment within 200 feet of residences and locate all stationary noise generating construction equipment as far as practical from existing noise receptors. Construct temporary barriers to screen noise generating equipment when located in areas adjoining noise sensitive land uses. • "Quiet" air compressors and other stationary noise sources shall be used when applicable. • All construction traffic shall be routed to and from the project site via designated truck routes. Construction-related heavy truck traffic shall be prohibited in residential areas where feasible. Construction truck traffic shall be prohibited in the project vicinity during non-allowed hours. • The businesses and residents in the project site shall be notified in writing by the County of the construction schedule.				
TRANSPORTATION/TRAFFIC				
Prior to construction, the City or construction contractor would prepare a Traffic Management Plan which would include the proposed detour route and locations of sign placement. The Traffic Management Plan would be submitted for review and approval by the Project Engineer.	Prior to Construction	City / Contractor		

MITIGATION MONITORING AND REPORTING PROGRAM

Grant Avenue/State Route 128/Russel Boulevard Bike and Pedestrian Improvements Project

AVOIDANCE AND MINIMIZATION	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
AESTHETICS				
AES-1: Landscape architecture considerations shall be implemented as directed by the Department's Highway Design Manual, Chapter 900, and the Department's Landscape Architecture PS&E Guide. As such, any highway planting, lighting plans, and aesthetic treatment would be incorporated into the project as appropriate. This would also include coordination between the Department's Landscape Architecture staff for areas within state right-of-way as well as with the City of Winters and Yolo County.	Prior to Construction	City		
AES-2: Caltrans Standard Specifications (2022) "Erosion Control" would be followed during construction. At the conclusion of construction, areas of bare soil shall be hydroseeded with native seed mix to prevent or at least minimize erosion. Hydroseeding would follow Standard Special Provision 21-2.03D for Erosion Control (Hydroseed).	During and Post Construction	Contractor		
AES-3: Vegetation clearing would only occur within the delineated project boundaries in an effort to minimize impacts. Trees located in areas along the edge of the construction zone would be trimmed whenever possible and only those trees that lie within the active construction areas would be removed.	During Construction	Contractor		
AES-4: All disturbed areas including staging of vehicles and equipment would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native species.	Post Construction	Contractor		
AES-5: Where feasible, construction lighting would be limited to within the area of work.	During Construction	Contractor		
AES-6: The contractor would be required to maintain good housekeeping in and around construction sites, staging areas, and equipment storage areas.	During Construction	Contractor		
HYDROLOGY AND WATER QUALITY				
WQ-1: Construction may require one or more of the following temporary construction site BMPs: • Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) would be cleaned up under applicable local, state, and/or federal regulations. • Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering. • Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of off-site. • Temporary sediment control and soil stabilization devices would be installed.	During Construction	Contractor		

AVOIDANCE AND MINIMIZATION	Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
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• Existing vegetated areas would be maintained to the maximum extent practicable. • Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation. • Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan. • Soil disturbing work would be limited during the rainy season.				
WQ-2: The project design may include one or more of the following: • Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control • Plan prepared for the project. • Where possible, stormwater would be directed in such a way as to sheet flow over Biofiltration Strips, or vegetated slopes adjacent to impervious areas, thus filtering any potential pollutants. • The project's Storm Water Data Report would provide a detailed analysis and calculations pertaining to new impervious areas and treatment area conclusions and compliance strategies for the project.	Prior to and During Construction	City		

MITIGATION MONITORING AND REPORTING PROGRAM

Grant Avenue/State Route 128/Russel Boulevard Bike and Pedestrian Improvements Project

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BIOLOGICAL RESOURCES				
BIO-1: Contract specifications would include the following BMPs, where applicable, to reduce erosion and protect water quality during construction: • Existing vegetation shall be protected in place, where feasible, to provide an effective form of erosion and sediment control. • Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities. • The contractor shall conduct periodic maintenance of erosion- and sediment-control measures. • Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants shall occur where water cannot flow into surface waters, or into sensitive habitats. • Construction equipment shall not be operated in flowing water; if necessary, equipment buckets and arms may be used within flowing water. • Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating soil or entering surface waters. • Equipment used in and around surface waters shall be in good working order and free of dripping or leaking contaminants; and, • Any surplus concrete rubble, asphalt, or other debris from construction shall be taken to an approved disposal site.	During Construction	Contractor		
BIO-2: Prior to arrival at the project site and prior to leaving the project site, construction equipment that may contain invasive plants and/or seeds must be cleaned to reduce the spreading of noxious weeds.	During Construction	Contractor		
BIO-3: All hydro seed and plant mixes shall consist of a biologist approved native seed mix.	During Construction	Contractor		
BIO-4: The contractor must not use herbicides to control invasive, exotic plants or apply rodenticides during construction.	During Construction	Contractor		
BIO-5: To allow subterranean wildlife enough time to escape initial clearing and grubbing activities,	During	Contractor		

MITIGATION MEASURES		Reporting Milestone	Reporting / Responsible Party	VERIFICATION OF COMPLIANCE	
				Initials	Date
	equipment used during initial clearing and grubbing must be operated at speeds no greater than 3 miles per hour.	Construction			
BIO-6:	The contractor must dispose of all food-related trash in closed containers and must remove it from the project site each day during construction. Construction personnel must not feed or attract wildlife to the project site.	During Construction	Contractor		
BIO-7:	Implement Yolo HCP/NCCP General Construction and Operations and Maintenance AMMs, where applicable.	During Construction	Contractor		
BIO-8:	Implement Yolo HCP/NCCP Western Burrowing Owl Covered Species AMMs, where applicable.	Prior to and During Construction	Contractor		
BIO-9:	Implement Caltrans SSP Section 14-6.03D(1) requiring contractor-supplied biologist to monitor work activities for the protection of regulated species.	During Construction	Contractor		
BIO-10:	Implement Caltrans SSP Section 14-6.03B "Bird Protection" where applicable to avoid impacts to nesting birds within Caltrans ROW.	Prior to and During Construction	Contractor		
BIO-11:	If vegetation removal or ground disturbance is required during the nesting season (February 1st – August 31st), a pre-construction nesting bird survey must be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the biologist would be removed by the contractor. A minimum 100-foot no-disturbance buffer would be established around any active nest of migratory birds and a minimum 300-foot no-disturbance buffer would be established around any nesting raptor species. The contractor must immediately stop work in the buffer area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in consultation with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged. A reduced buffer can be established if determined appropriate by the project biologist and approved by CDFW.	Prior to and During Construction	City / Contractor		
BIO-12:	Implement Yolo HCP/NCCP Swainson's Hawk Covered Species AMMs, where applicable.	Prior to and During Construction	Contractor		
CULTURAL RESOURCES & TRIBAL CULTURAL RESOURCES					
CR-1:	If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, animal bone, bottle	During	Contractor		

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	glass, ceramics, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find will be halted, and a qualified professional archaeologist will be notified regarding the discovery. The archaeologist will determine whether the resource is potentially significant per the CRHR and develop appropriate mitigation, such as avoidance or data recovery. If the find is determined to be an important cultural resource, the City will make available contingency funding and a time allotment sufficient to allow recovery of an archaeological sample or to implement avoidance measures. Construction work can continue on other parts of the project while archaeological mitigation takes place.	Construction			
CR-1:	Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. According to Section 7050.5 of the California Health and Safety Code, in the event human remains are discovered during excavation, work must stop immediately within 100 feet (30 meters), and the county coroner must be contacted immediately. At the same time, a professional archaeologist shall be contacted to evaluate the discovery. If the human remains are identified as Native American origin, the coroner shall notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.	During Construction	Contractor		
HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1:	If the selected alignment alternative would impact existing concrete structures (overpass, flatwork, drainage piping), these structures shall be inspected by a CAC for the presence of asbestos or ACCM.	Prior to Construction	City		
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HAZ-3:	Thermoplastic traffic striping within the project alignment shall be tested to evaluate if metals concentrations exceed hazardous waste limits.	Prior to Construction	City		
HAZ-4:	Project alignment soils adjacent to agricultural land (included the proposed property take in APN 038-070-001) shall be tested to assess if OCPs or arsenic are present at concentrations exceeding hazardous waste or human health limits.	Prior to Construction	City		

MITIGATION MONITORING AND REPORTING PROGRAM

Grant Avenue/State Route 128/Russel Boulevard Bike and Pedestrian Improvements Project

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HAZ-2:	Soil within the project alignment that would be disturbed by construction activities shall be tested for ADL concentrations that exceed hazardous waste limits.	Prior to Construction	City		
HAZ-3:	Thermoplastic traffic striping within the project alignment shall be tested to evaluate if metals concentrations exceed hazardous waste limits.	Prior to Construction	City		
HAZ-4:	Project alignment soils adjacent to agricultural land (included the proposed property take in APN 038-070-001) shall be tested to assess if OCPs or arsenic are present at concentrations exceeding hazardous waste or human health limits.	Prior to Construction	City		

Comment 5: Central Valley Regional Water Quality Control Board (RWQCB); February 11, 2025

11 February 2025

Paul Gervacio
City of Winters
318 1st Street
Winters, CA 95694
pgervacio@psomas.com

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, GRANT AVENUE/STATE ROUTE 128/RUSSELL BOULEVARD BIKE AND PEDESTRIAN IMPROVEMENT PROJECT, SCH#2025010344, YOLO COUNTY

Pursuant to the State Clearinghouse's 13 January 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvement Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

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The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as

required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

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II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention

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Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

5B

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more

information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

5B

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment 5A: Regulatory Requirements
Thank you for your comments. The City of Winters recognizes the Basin Plan and Anti-degradation requirements for water discharge and stormwater management, as noted in comment, and the project will comply with terms, as appropriate.

Response to Comment 5B: Permitting Requirements
During proposed project implementation, the City of Winters will comply with local, state, and federal permitting requirements, as necessary, per comment.

Print Form

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail:	*Street Address:*
P.O. Box 3044	1400 Tenth St., Rm 113
Sacramento, CA 95812-3044	Sacramento, CA 95814

☒ County Clerk
County of: Yolo
Address: 625 Court Street, Room B01
Woodland, CA 95695

From:
Public Agency: City of Winters
Address: 318 1st Street
Winters, CA 95694
Contact: Paul Gervacio, PE
Phone: (916) 788-4877

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2025010344

Project Title: Grant Avenue/State Route 128/Russell Boulevard Bike and Pedestrian Improvement Proje

Project Applicant: City of Winters

Project Location (include county): In Winters and unincorporated Yolo County, from Morgan Street to Fre

Project Description:

The City of Winters, in cooperation with Yolo County and Caltrans is proposing to construct bike and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR 128 in Winters to Russell Boulevard/County Road 32 and Fredricks Drive in unincorporated Yolo County.

This is to advise that the City of Winters has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on 12/16/2025 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
www.cityofwinters.org

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011