

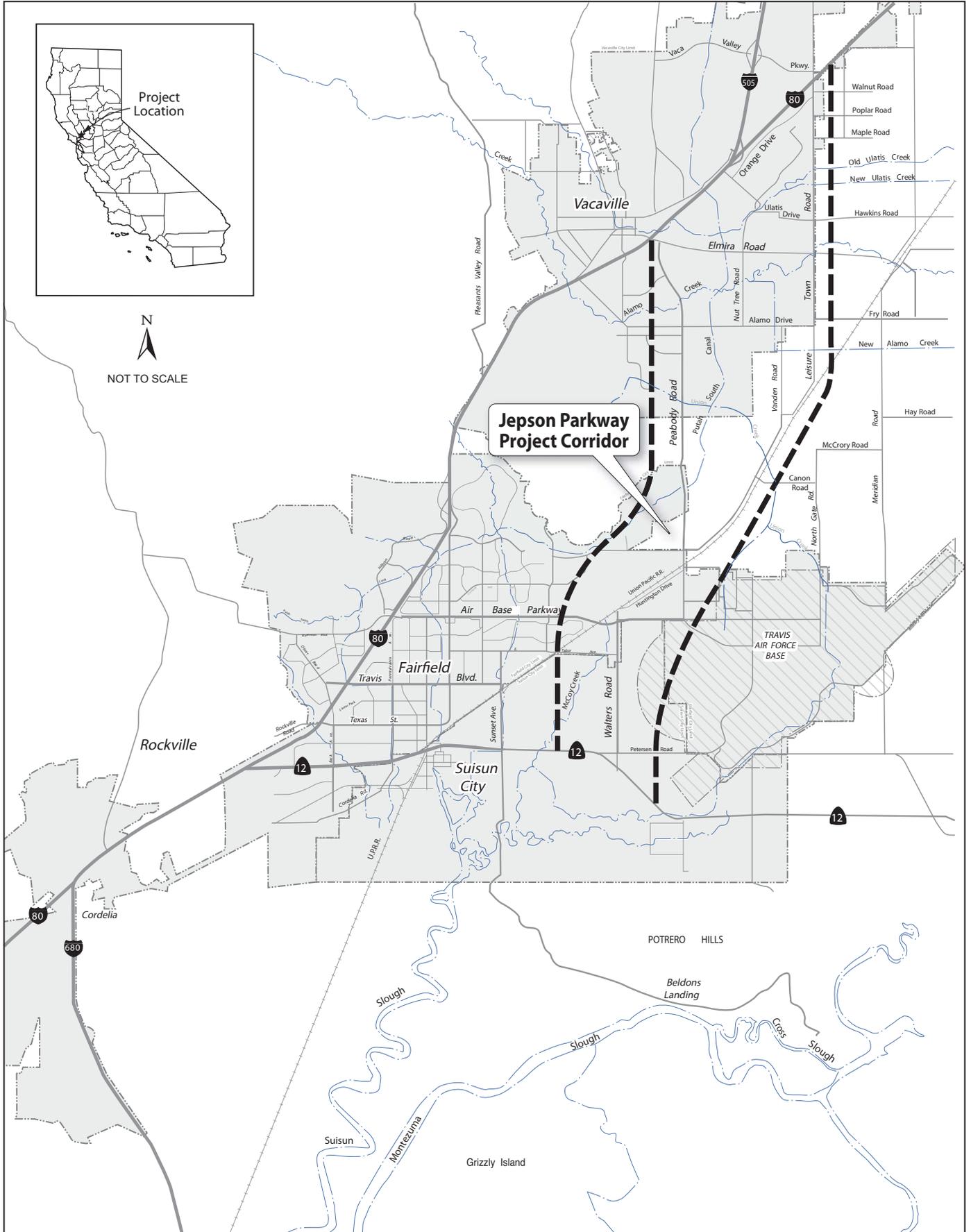
Summary

This federal Environmental Impact Statement (EIS) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA). Caltrans is the federal lead agency under NEPA pursuant to 23 USC 327. This EIS has been prepared based on the President's Council on Environmental Quality's (CEQ's) NEPA regulations (40 Code of Federal Regulations [CFR] 1500 to 1508); 49 U.S.C 303; and U.S. Department of Transportation's Environmental Impact and Related Procedures (23 CFR 771). The intent of the preparers of this document is to provide the reader with a clear description of the environmental analysis conducted for the project within the framework of applicable regulations.

S.1 Overview of Project Area

The Solano Transportation Authority (STA), in conjunction with the Cities of Fairfield, Suisun City, and Vacaville; and Solano County; has proposed roadway improvements in mid-Solano County between Interstate 80 (I-80) in Vacaville in the north and State Route (SR) 12 in Suisun City in the south. The approximately 12-mile corridor, referred to as the Jepson Corridor, is located within the jurisdictions of the Cities of Suisun City, Fairfield, and Vacaville, and unincorporated portions of central Solano County (Figure S-1). The proposed action, known as the Jepson Parkway Project (project), envisions a safe, convenient route for local traffic in this portion of the County, while providing opportunities for multimodal use and unifying landscape and design features to enhance the aesthetics and character of the adjoining communities.

The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. Roadways proposed for improvements in the corridor could include Peabody Road, Leisure Town Road, Vanden Road, Cement Hill Road, Huntington Drive, Air Base Parkway, and/or Walters Road, including a possible extension of Walters Road north of its existing terminus. The project also includes safety improvements such as the provision of roadway medians, traffic signals, shoulders, separate turn lanes, railroad grade separations, and separate bike lanes.



**Figure S-1
Jepson Parkway Regional Location**

This EIS is a public document that assesses the environmental effects of the proposed action. Importantly, this EIS serves as an informational document to be used in the local planning and decision-making process, and does not recommend approval or denial of the action. The EIS is also prepared to comply with federal and State laws.

A Notice of Intent (NOI) for the project was published in the summer of 2000. Publication of this notice established the baseline against which the project's environmental impacts are measured. Since 2000, the conditions in the corridor have continually evolved, and the EIS and supporting technical reports have been updated to reflect current conditions. Additional field reviews and/or research were conducted for biological resources, visual resources, land use, traffic, and hydrology/water quality.

Within Solano County, the project crosses through Vacaville, Fairfield, and Suisun City. Solano County contains both highly urbanized lands and rural lands. Most of the County's urban land is concentrated along the I-80 corridor and near the I-680/I-780 interchange. Elsewhere in the County, land primarily supports rural residential, agricultural, and open space uses. Major land uses within the corridor are varied and include concentrations of residential, commercial, industrial, and agricultural uses.

The NEPA evaluation for this document is contained in Chapter 3. This document is organized into the chapters described below:

- The Summary provides a brief description of the proposed action and actions in the same geographic area, the alternatives considered, areas of known controversy, major environmental impacts, unresolved issues, benefits of the project, and other authorizations and approvals that may be required.
- Chapter 1, Purpose of and Need for Project, presents an overview of the proposed action and a description of the project location, purpose and need, and background.
- Chapter 2, Project Alternatives, presents a description of the alternative development process, including alternatives that were considered and withdrawn, and the alternatives that are evaluated in this document.
- Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, constitutes the NEPA evaluation for this proposed action. It covers the following environmental resources and issues. These resources and issues are discussed in Sections 3.1 to 3.16 of Chapter 3, respectively.
 - Land Use
 - Growth
 - Farmlands/Agricultural Lands
 - Community Impacts
 - Utilities/Emergency Services
 - Traffic and Transportation/Pedestrian and Bicycle Facilities
 - Visual/Aesthetics

- Cultural Resources
- Hydrology and Floodplains
- Water Quality and Stormwater Runoff
- Geology, Soils, Seismicity, and Paleontology
- Hazardous Waste and Materials
- Air Quality
- Noise
- Biological Environment
- Energy

Each section describes the affected environment for that resource or area, environmental consequences associated with the proposed action and the no-action alternative, and mitigation measures to avoid or reduce the environmental consequences of the project. Cumulative impacts are analyzed within each section of Chapter 3.

- Chapter 4, Summary of Public/Agency Involvement Process/Tribal Coordination, highlights the public involvement process undertaken for this project.
- Chapter 5, List of Preparers, identifies the technical specialists who prepared this document and technical studies.
- Chapter 6, Distribution List, contains a list of agencies, organizations, and individuals that received the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
- Appendix A contains the Section 4(f) Evaluation, which considers potential effects to publicly-owned parks and historical resources.
- Appendix B is the Agency Consultation Letters.
- Appendix C is the Title VI Policy Statement.
- Appendix D contains the Glossary of Technical and Abbreviated Terms.
- Appendix E U.S. Fish and Wildlife Service (USFWS) Species List For Jepson Parkway EIS
- Appendix F contains the Farmland Conversion Impact Rating
- Appendix G contains the list of technical reports
- Appendix H Mitigation Monitoring and Reporting Record
- Appendix I Wetlands Only Practicable Alternative Finding
- Appendix J USFWS Biological Opinion
- Appendix K Federal Highway Administration (FHWA) Air Quality Conformity Concurrence Letters

S.2 Purpose and Need

The purpose of the proposed action is to provide roadway improvements that create a safe, environmentally-conscious route for local traffic through central Solano County. The Jepson Parkway Project is within the jurisdictions of the City of Suisun City, City of Fairfield, City of Vacaville, and unincorporated portions of Solano County. The project is designed to meet objectives of the *Jepson Parkway Concept Plan* (Concept Plan), prepared by STA. As envisioned by the Concept Plan, the Jepson Parkway would improve safety at various locations and along various road segments; offer relief from existing and anticipated traffic congestion on north-south routes in Solano County; provide improved and new transit, bicycle, and pedestrian facilities; and include a crossing of the Union Pacific Railroad (UPRR) tracks. The Concept Plan also proposes advisory design guidelines that would promote visual continuity along the roadway through the consistent use of design elements such as landscaping and signage.

Implementation of the project to meet the objectives of the Concept Plan would assist the STA in meeting the following specific purposes:

- Provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using I-80.
- Provide local traffic a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County using existing roadways when feasible.
- Enhance multimodal transportation options for local trips in central Solano County, by providing a safe, convenient bicycle and pedestrian path and a continuous north-south route for transit use in the area.

In accomplishing the above objectives, the Jepson Parkway Project would overcome a number of shortcomings and deficiencies in the existing patchwork of road segments. Specifically, the project would:

- Address existing and future traffic congestion for north-south mobility in central Solano County.
- Improve existing and future roadway safety along the corridor.
- Accommodate traffic associated with future planned growth, as identified in the following adopted local plans:
 - Regional Transportation Plan for the San Francisco Bay Area (RTP);
 - City of Vacaville General Plan;
 - City of Fairfield General Plan;
 - City of Suisun City General Plan; and
 - Solano County General Plan.
- Relieve existing and future (2030) traffic congestion on I-80.
- Support future multimodal transit options and bicycle and pedestrian use.

S.3 Proposed Action

In order to fulfill the objectives outlined in the Concept Plan, STA, in collaboration with a diverse group of public agencies and the public, has formulated several different packages of improvements. These different packages are referred to as the “build alternatives.” In addition to exploring various ways to satisfy the project purpose, NEPA requires the consideration of a “no-build” alternative, the purpose of which is to disclose the effects of doing nothing. In other words, none of the improvements that are described in the build alternatives would be constructed; the only projects that would move forward would be those other improvements that are already programmed and funded.

It should be noted that FHWA/Caltrans have received concurrence from other federal agencies that the range of build alternatives is appropriate. Specifically, the United States Army Corps of Engineers (Corps), USFWS, National Marine Fisheries Service (NMFS), and the Environmental Protection Agency (EPA) have been consulted to ensure that they accept the purpose and need for the project and the following alternatives:

- Alternative A: No Build (No Action)
- Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road
- Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road
- Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road
- Alternative E: Peabody Road–Air Base Parkway–Walters Road

Funding is currently being provided by segment with funds programmed to complete improvements of the narrow rural segments connecting Vacaville and Fairfield first, followed immediately by upgrading urban segments in each City. The project would be constructed by segment until completion beginning in 2013. Assuming availability of funding, project construction would last 12 to 24 months on each segment, over a total duration of approximately 48 to 60 months.

Each of these alternatives is briefly described below. All four of the build alternatives are depicted on Figure S-2.

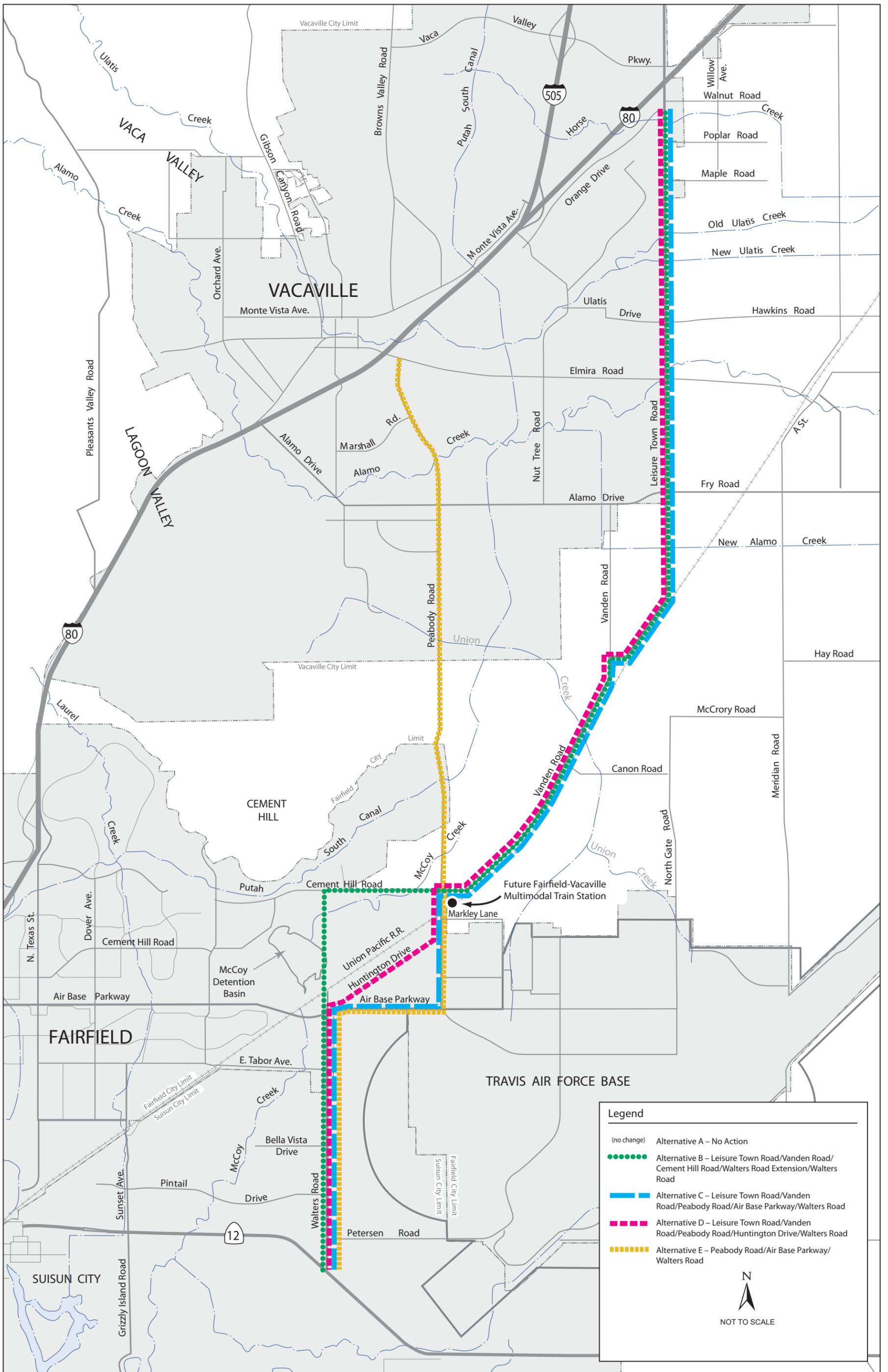


Figure S-2
Jepson Parkway Project Location

S.3.1 Alternative A: No Build

Alternative A is the no-build alternative. Under Alternative A, none of the proposed roadway improvements would be constructed. However, ongoing maintenance of existing roads and facilities would continue.

S.3.2 Alternative B: Leisure Town Road–Vanden Road–Cement Hill Road–Walters Road Extension–Walters Road

Alternative B would provide a four-lane divided arterial for the entire length of the corridor and includes improvements (from north to south) to Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. The project components for Alternative B include the widening of existing roadways on various segments; construction of a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the UPRR mainline tracks as part of the Walters Road Extension; improvements (such as bridge widening or culvert extensions) at the Leisure Town Road crossings of Alamo Creek and New Alamo Creek; a new crossing of McCoy Creek and McCoy detention basin; bicycle and pedestrian paths; landscaping; and utilities relocation.

The alignment for Alternative B begins in the north in Vacaville on Leisure Town Road at Orange Drive. It extends south along Leisure Town Road to the intersection of Leisure Town Road and Vanden Road in unincorporated Solano County. It then extends southwest along Vanden Road to the intersection of Cement Hill Road/Vanden Road and Peabody Road in Fairfield. From here, the alignment continues west along Cement Hill Road to the intersection of Cement Hill Road and north end of the Walters Road Extension, extends south along the proposed Walters Road Extension to the intersection of Walters Road and Air Base Parkway, and then continues south along Walters Road in Fairfield and Suisun City to the Walters Road/SR 12 intersection.

The anticipated cost of Alternative B is \$155,478,200 and includes utility and right-of-way costs.

S.3.3 Alternative C: Leisure Town Road–Vanden Road–Peabody Road–Air Base Parkway–Walters Road

Alternative C would provide a four- to six-lane divided arterial for the entire length of the roadway. The project components for Alternative C include roadway widening, improvements (such as bridge widening or culvert extensions) at the crossings of Alamo Creek and New Alamo Creek, a grade separation (overpass) of the UPRR mainline tracks at Peabody Road, a flyover ramp at the Airbase Parkway/Peabody Road intersection, bicycle and pedestrian paths, landscaping, and utilities relocation. The Alternative C alignment begins in the north on Leisure Town Road at Orange Drive and is identical to Alternative B until it reaches the intersection of Cement Hill Road/Vanden Road and Peabody Road. Unlike Alternative B, Alternative C does not include improvements to Cement Hill Road or the construction of a northern extension of Walters Road. Instead, Alternative C continues south on Peabody Road from the Cement Hill Road/Vanden Road intersection to the intersection with Air Base Parkway. Alternative C continues west along Air Base Parkway to Walters Road. From the

intersection of Air Base Parkway and Walters Road, Alternative C would continue south on Walters Road to SR 12, following the same alignment as Alternative B.

The anticipated cost of Alternative C is \$150,825,000 and includes utility and right-of-way costs.

S.3.4 Alternative D: Leisure Town Road–Vanden Road–Peabody Road–Huntington Drive–Walters Road

Alternative D would provide a four- to six-lane divided arterial in the corridor. Alternative D is identical to Alternative B, except that it does not include Cement Hill Road, improvements to Air Base Parkway, or the construction of a northern extension of Walters Road. The Alternative D alignment continues south on Peabody Road from the intersection of Cement Hill Road/Vanden Road and Peabody Road to the intersection of Huntington Drive and Peabody Road. As with Alternative C, this alternative would require construction of an overcrossing at the UPRR tracks just south of the intersection of Cement Hill Road/Vanden Road and Peabody Road and the realignment of Markley Lane. Alternative D also includes an overcrossing of the UPRR spur along Huntington Drive.

The anticipated cost of Alternative D is \$165,463,300 and includes utility and right-of-way costs.

S.3.5 Alternative E: Peabody Road–Air Base Parkway–Walters Road

Alternative E would provide a four- to six-lane divided arterial. Two lanes would be added to the existing two- to four-lane facility. The alignment differs from Alternatives B, C, and D in the northern portion, between I-80 and Vanden Road in Vacaville. Instead of starting at the I-80/Leisure Town Road interchange, this alternative alignment begins at the intersection of Peabody Road and Elmira Road in Vacaville and travels south along Peabody Road until it meets the Alternative C alignment at the intersection of Peabody Road and Cement Hill Road/Vanden Road. As described for Alternative C, the alignment then continues south on Peabody Road to Air Base Parkway; west on Air Base Parkway to Walters Road; and then south on Walters Road to SR 12.

The anticipated cost of Alternative E is \$158,917,000 and includes utility and right-of-way costs.

S.3.6 Summary of Project Features by Alternative

Table S-1 identifies both the common and unique design features of the four build alternatives. All of the build alternatives involve widening Walters Road, a UPRR grade crossing, bicycle/pedestrian facilities, landscaping, and utility improvements. Alternatives B, C, and D have similar alignments and improvements in the northern and southern portions of the corridor. The primary differences among these alternatives occur in the central portion. As noted above, Alternative E is different in the northern portion.

**Table S-1
Summary of Features of the Build Alternatives**

Feature	Alternative B	Alternative C	Alternative D	Alternative E
Roadway Widening				
Leisure Town Road	Yes	Yes	Yes	No
Vanden Road	Yes	Yes	Yes	No
Cement Hill Road	Yes	No	No	No
Huntington Drive	No	No	Yes	No
Peabody Road	No	Yes	Yes	Yes
Air Base Parkway	No	Yes	No	Yes
Walters Road	Yes	Yes	Yes	Yes
Number of Lanes	4	4-6	4-6	4-6
Roadway Extension on New Alignment				
Walters Road	Yes	No	No	No
UPRR Tracks Crossing				
Grade-Separated	Walters Road	Peabody Road	Peabody Road and Huntington Drive	Peabody Road
Partial Interchange				
Air Base Parkway and Peabody Road	No	Yes	No	Yes
Drainage Crossing Improvements				
Alamo Creek	Yes	Yes	Yes	No
New Alamo Creek	Yes	Yes	Yes	No
McCoy Creek	Yes	No	No	No
Putah South Canal	No	No	No	Yes
Union Creek	Yes	Yes	Yes	Yes
Bicycle/Pedestrian Trail	Yes	Yes	Yes	Yes
Landscaping	Yes	Yes	Yes	Yes
Utility Improvements				
Irrigation	Yes	Yes	Yes	Yes
Water, Sewer, Storm Drain Infrastructure	Yes	Yes	Yes	Yes
Electrical, Cable, Telephone Line Relocation	Yes	Yes	Yes	Yes

S.4 Identification of a Preferred Alternative

The various build alternatives have potential impacts in different environmental categories and different amounts of impact where they had impacts in the same environmental categories. Therefore, the identification of the preferred alternative was derived on the basis of a process of elimination that considered each of the related environmental laws. The following is a summary of the reasoning behind identifying Alternative B, as the Preferred Alternative:

Alternative D would displace industrial and commercial properties in the Tolenas Industrial Park along Huntington Drive in the City of Fairfield and would result in the loss of some 224 local jobs. The severe economic hardship to these employees and the City of Fairfield is not acceptable to the local community. There is no way to construct Alternative D to avoid these impacts; therefore, Alternative D was not considered practicable as the preferred alternative.

While Alternative E appears to have the least overall impacts to natural resources among the build alternatives, Alternative E would result in permanent use of 1.7 acres of land from Al Patch Park and 1.2 acres of land from Will C. Wood High School. Both of these properties are protected by Section 4(f) of the Department of Transportation Act. Section 4(f) prohibits the Secretary of Transportation from approving a project that uses Section 4(f)-protected property if there is a feasible and prudent alternative to that use. Under Section 4(f) regulations, Alternative E cannot be selected as the preferred alternative unless all of the other build alternatives can be shown not to be prudent and feasible. Alternative E also would result in the acquisition of 26 single-family and 10 multi-family residential units along Peabody Road in the City of Vacaville.

A “flyover” ramp proposed to be constructed at the intersection of Peabody Road and Air Base Parkway with either Alternative C or Alternative E would provide high-elevation visual access to Travis Air Base facilities, including the Aero Club landing strip and the David Grant Hospital. David Grant Hospital serves sensitive Defense Department missions and is designed to provide emergency functions. This visual access—particularly on a roadway that offers quick access and retreat—poses a concern for homeland defense. Travis Air Force Base officials raised this concern in their comments on the Draft EIR/EIS; see Volume II, Letter 2. In light of its potential homeland defense, residential impacts, and Section 4(f) impacts, Alternative E was not considered practicable as the preferred alternative.

Alternative C, because it would also require the flyover ramp at Peabody Road and Air Base Parkway, would have an impact on homeland defense. Also, as described in the Travis Air Force Base letter referenced above, Alternative C has the potential to affect an area of high habitat value, consisting of a combination of natural and created vernal pools and seasonal wetlands with good populations of Contra Costa goldfields, and a contiguous property that is being developed as a mitigation bank. This site includes mitigation area for vernal pools where efforts are currently underway to propagate and preserve goldfields and other listed and special status plant species. Travis officials have agreed to maintain the portion on the Air Base for preservation of vernal pools, wetlands and these plant species. Using these lands for Alternative C would violate this agreement. Because of the homeland defense issue and the potential impacts to dedicated wetland and plant preservation areas, Alternative C was not considered practicable as the preferred alternative.

By this process of elimination, Alternative B is the remaining practicable alternative. Similar to other build alternatives, Alternative B would affect vernal pools and other seasonal wetlands as well as other waters of the U.S. along the proposed Walters Road extension and Cement Hill Road. These waters provide high quality habitat for wetland vegetation and wildlife. But in informal consultation with the USFWS and the NEPA-404 Memorandum of Understanding (MOU) signatories, avoidance, minimization and mitigation measures have been identified that would achieve the appropriate balancing of resource protection, project construction, and mitigation costs to address these impact issues.

Alternative B was selected as the Preferred Alternative by the Department. The identification of Alternative B as preferred has been confirmed pursuant to avoidance and minimization measures stipulated in the USFWS's no-jeopardy Biological Opinion following completion of formal Section 7 consultation (see Appendix J and mitigation measures BR-7, BR-8, and BR-9).

S.5 NEPA Document – Local Assistance Projects

The project is subject to federal, as well as State and STA environmental review requirements because the STA proposes the use of federal funds from FHWA and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and NEPA. The STA is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 USC 327(a)(2)(A) and 49 USC 303. Effective July 1, 2007, FHWA has assigned, and the Department has assumed, all the USDOT Secretary's responsibilities under NEPA and Section 4(f). The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California, with the exception of the responsibilities concerning certain categorical exclusions, which were assigned to the Department under the June 7, 2007 MOU, projects excluded by definition and specific project exclusions. Refer to Chapter 38 of the SER for more information.

A Draft EIR/EIS was circulated for public and agency comments for a 60-day review period starting June 6, 2008 and a public hearing was held in Vacaville on June 24, 2008. The STA Board certified the Final EIR and adopted the project on March 18, 2009. The CEQA statute of limitations expired on April 19, 2009. This Final EIS represents the final NEPA decision document for this project and is supported by the previously circulated Draft EIR/EIS. Where appropriate, changes have been made to the Draft EIR/EIS to reflect comments received from the public and reviewing agencies. This Final EIS includes responses to comments received on the Draft EIR/EIS. Following distribution of the Final EIS, if the decision is made to approve the project, a Record of Decision will be published for compliance with NEPA.

S.6 Summary Comparison of Major Environmental Impacts by Alternative

Table S-2 summarizes the environmental impacts associated with the build alternatives.

Since Alternative A would not involve new construction or result in any of the improvements proposed under the build alternatives, it would not result in direct modifications to the environment. However, Alternative A would be inconsistent with the adopted local and regional plans in that it would not provide road and other transportation improvements needed to support proposed land uses. In addition, without the project, the need to reduce existing and future traffic congestion, improve roadway safety, accommodate planned growth, and support future multimodal transit options and bicycle and pedestrian

use in Solano County would be unmet. Increased traffic congestion under this alternative could also result in impacts to air quality, bicyclists, pedestrians, and transit operations.

The assessment of Alternatives B, C, D, and E reveals a number of important tradeoffs. In terms of traffic operations, effects on environmental justice communities, disturbance to riparian woodlands and protected trees, effect on threatened and endangered species, and potential loss of cultural resources, these alternatives are generally similar. None of the build alternatives would result in cumulative impacts to resources. Key differences indicated in Table S-2 include:

- Alternative B, because of the Walters Road Extension, would have a greater effect on wetlands (about two more acres of fill), and vernal pool habitat.
- Alternative C would displace the fewest number of jobs. Compared to Alternative B, this alternative would have slightly less biological impact on the species and habitats of concern. This alternative would have the highest construction costs.
- Alternative D would displace four industrial businesses, resulting in job loss four to five times greater than Alternatives B or C. The biological effects of Alternative D are comparable to Alternative C.
- Of the build alternatives, Alternative E would result in the use of Section 4(f) properties. The U.S. Department of Transportation requires the identification of other practicable alternatives if Section 4(f) impacts are identified. Alternative E also would result in the greatest number of residential displacements. Thus, while Alternative E offers other benefits, such as less farmland conversion and fewer impacts to certain threatened and endangered species, it rates lowest among the build alternatives in terms of environmental impacts.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.1 Land Use						
Existing land uses	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	None required
Planned land uses	No Conflict	No Conflict	No Conflict	No Conflict	Minor Conflict	None required
Consistency with Plans and Policies	Inconsistent	Consistent	Consistent	Substantially Consistent	Substantially Consistent	None required
Parks and Recreation	No Impact	No Impact	No Impact	No Impact	Adverse Effect	LU-1: Provide Fencing at Arlington Park. LU-2: Maintain Use of Alamo Creek Bicycle Path During Construction.
3.2 Growth						
Growth Inducement	No Effect	No Effect	No Effect	No Effect	No Effect	None required
3.3 Farm/Agricultural Lands						
Conversion of Farmlands (acres)	0 acres	75.4 acres	68.6 acres	64.5 acres	29.6 acres	FA-1: Compensate for Conversion of Prime Farmland and Farmland of Statewide Significance. (No federal funds will be used to mitigate for impacts to farmlands.)
Protection Required under Farmland Protection Policy Act – Land Evaluation and Site Assessment Conversion Rating	N/A	No	No	No	No	Not Required
Williamson Act Contract Conflict (number of parcels)	No (0)	Yes (1)	Yes (2)	Yes (1)	Yes (6)	Not Required

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.4 Community Impacts						
Community Cohesion	No	Minor	Minor	Minor	Minor Adverse Effect	Not Required
Tax Revenue	No	Minor	Minor	Minor	Minor	Not Required
Jobs Lost	0 jobs	58 jobs	40 jobs	224 jobs	80 jobs	Not Required
Relocations						
Single-Family Homes	0 homes	0 homes	0 homes	0 homes	26 homes	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Multi-Family Units	0 units	0 units	0 units	0 units	10 units	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act. CI-3: Replace Displaced Parking with On-Site In-Kind Parking.
Additional Right-of-Way Acquisitions	None	Minor	Minor	Minor	Minor	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act. CI-1: Reconstruct Displaced Driveways and Replace Displaced Fencing, Signage, Trees, and Landscaping.
Commercial Structures	0 structures	10 structures	9 structures	11 structures	4 structures	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Industrial Structures	0 structures	0 structures	0 structures	4 structures	1 structure	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act.
Public Structures	0 structures	2 structures	2 structures	2 structures	0 structures	Comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act. CI-2: Relocate the Travis Unified School District Facility.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Environmental Justice	No adverse effect	No adverse effect	No adverse effect	No adverse effect	No adverse effect	Not Required
3.5 Utilities/Emergency Services						
Police, Fire, Emergency Service Providers	No impact	Temporary disruption during construction	UT-1: Notify Emergency Service Providers and Allow Emergency Vehicles on Closed Roadways.			
Utilities	No adverse effect	No adverse effect	No adverse effect	No adverse effect	No adverse effect	Not Required
3.6 Traffic and Transportation/Pedestrian and Bicycle Facilities						
Number of Study Intersections Operating Below Local LOS Standards in 2010	7	3	3	3	4	TRA-1: Evaluate Unsignalized Study Intersections in the Corridor for Signal Warrants TRA-2: Implement Transportation Management Plan During Construction
Number of Study Intersections Operating Below Local LOS Standards in 2030	13	0	0	0	0	TRA-1, TRA-2
3.7 Visual/Aesthetics						
Temporary visual changes from construction	No Impact	Short-term adverse effects	Short-term adverse effects	Short-term adverse effects	Short-term adverse effects	VIS-1: Install Temporary Visual Barriers between Construction Staging Areas and Residences.
Permanent changes in light and glare	No Impact	Yes	Yes	Yes	Yes	VIS-2: Prepare and Implement a Lighting Plan. VIS-3: Construct Walls and Barriers with Low-Sheen and Non-Reflective Surface Materials.
Permanent visual changes resulting from earthwork and vegetation removal	No Impact	Short-term adverse effects	Short-term adverse effects	Short-term adverse effects	Short-term adverse effects	None Required

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Permanent changes in Landscape Unit 1	No Impact	Minor Adverse Change in Visual Quality	Minor Adverse Change in Visual Quality	Minor Adverse Change in Visual Quality	No Impact	VIS-2, VIS-3, VIS-4: Incorporate Design Characteristics to Minimize Visual Obtrusion.
Permanent changes in Landscape Unit 2	No Impact	Minor Adverse Change in Visual Quality	Minor Adverse Change in Visual Quality	Minor Adverse Change in Visual Quality	No Impact	VIS-2 through VIS-4
Permanent changes in Landscape Unit 3	No Impact	No Impact	No Impact	No Impact	Minor Adverse Change in Visual Quality	VIS-2 through VIS-4
Permanent changes in Landscape Unit 4	No Impact	No Impact	No Impact	No Impact	Minor Adverse Change in Visual Quality	VIS-2 through VIS-4
Permanent changes to views in Landscape Unit 5	No Impact	Minor Adverse Change in Visual Quality	No Impact	No Impact	No Impact	VIS-2 through VIS-4
Permanent changes to views in Landscape Unit 6	No Impact	No Impact	Adverse Change in Visual Quality	No Impact	Adverse Change in Visual Quality	VIS-2 through VIS-4
Permanent changes to views in Landscape Unit 7	No Impact	No Impact	No Impact	Minor Adverse Change in Visual Quality	No Impact	VIS-2 through VIS-4
Permanent changes to views in Landscape Unit 8	No Impact	Minor Adverse Change in Visual Quality	VIS-2 through VIS-4 VIS-5: Provide Aesthetic Treatments to All Noise Barriers.			
Inconsistency with Local Visual Policies	No Impact	No Impact	No Impact	No Impact	No Impact	None Required.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.8 Cultural Resources						
Identified Cultural Resources	No Impact	None Required				
3.9 Hydrology & Floodplains						
Permanently change local stormwater drainage patterns or volumes	No	Yes	Yes	Yes	Yes	HYD-1: Prepare Detailed Master Drainage Plan (MDP) and Implement Plan Requirements.
Encroach into the FEMA-mapped 100-year floodplain	No	Yes	Yes	Yes	Yes	HYD-1 HYD-2: Improve Undersized Culverts.
Potentially encroach into floodplains not mapped by FEMA	No	Yes	Yes	Yes	Yes	HYD-1
3.10 Water Quality and Stormwater Runoff						
Temporary construction-related water quality impacts Putah South Canal	No Impact	No Impact	No Impact	No Impact	The existing bridge will be widened as required. Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the canal.	Comply with Storm Water Pollution Prevention Plan (SWPPP) Requirements.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Temporary construction-related water quality impacts to Alamo Creek	No Impact	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Comply with Storm Water Pollution Prevention Plan (SWPPP) Requirements.
Temporary construction-related water quality impacts to new Alamo Creek	No Impact	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	No Impact	Comply with Storm Water Pollution Prevention Plan (SWPPP) Requirements.
Temporary construction-related water quality impacts to McCoy Creek	No Impact	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	No Impact	No Impact	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Comply with Storm Water Pollution Prevention Plan (SWPPP) Requirements.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Temporary construction-related water quality impacts to Union Creek	No Impact	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Temporary construction-related water quality impacts. Disturbance to soils and channel banks near the creek.	Comply with Storm Water Pollution Prevention Plan (SWPPP) Requirements.
Permanent changes in local stormwater contaminant loading	No Impact	Permanent changes in local stormwater drainage patterns and/or volumes. Permanent changes in local stormwater contaminant loading.	Permanent changes in local stormwater drainage patterns and/or volumes. Permanent changes in local stormwater contaminant loading.	Permanent changes in local stormwater drainage patterns and/or volumes. Permanent changes in local stormwater contaminant loading.	Permanent changes in local stormwater drainage patterns and/or volumes. Permanent changes in local stormwater contaminant loading.	Prepare and implement a post-construction Stormwater Management Plan (SMP) per regulatory requirements.
3.11 Geology, Soils, Seismicity, and Paleontology						
Geologic Hazards (known earthquake fault, strong groundshaking, seismic-related ground failure, liquefaction, or landslides)	No Impact	No Impact	No Impact	No Impact	No Impact	None Required
Expansive Soils	No Impact	No Impact	No Impact	No Impact	No Impact	None Required
Destruction of Buried Paleontological or Unique Geologic Features	No Impact	Potential adverse effect	Potential adverse effect	Potential adverse effect	Potential adverse effect	GEO-1: Prepare and Implement Paleontological Mitigation Plan

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.12 Hazardous Waste and Materials						
Expose Construction Workers or Nearby Land Uses to Previously Unknown Hazardous Materials	No Impact	Potential to encounter previously unreported hazardous materials during project construction.	Low risk to encounter previously unreported hazardous materials during project construction.	Low risk to encounter previously unreported hazardous materials during project construction.	Potential to encounter previously unreported hazardous materials during project construction.	HAZ-1: Develop a Health and Safety Plan to Address Worker Health and Safety. HAZ-2: Perform Additional Literature Review to Identify Potential for Historical Contamination. HAZ-3: Conduct Soil Sampling and Analysis to Identify and Remove Contaminated Soil. HAZ-8: Test Soil and Groundwater at LUST and UST sites and Remove Contaminated Soil.
Expose Known Hazardous Materials to Humans or the Environment	No Impact	Potential for exposure to ADL, polychlorinated biphenyls (PCBs) in transformers, heavy metals such as chromium and lead in yellow street striping, and petroleum hydrocarbons from leaking storage tanks, petroleum pipelines, and railroad use.	Potential for exposure to ADL, polychlorinated biphenyls (PCBs) in transformers, heavy metals such as chromium and lead in yellow street striping, and petroleum hydrocarbons from leaking storage tanks, petroleum pipelines, and railroad use.	Potential for exposure to ADL, polychlorinated biphenyls (PCBs) in transformers, heavy metals such as chromium and lead in yellow street striping, and petroleum hydrocarbons from leaking storage tanks, petroleum pipelines, and railroad use.	Potential for exposure to ADL, polychlorinated biphenyls (PCBs) in transformers, heavy metals such as chromium and lead in yellow street striping, and petroleum hydrocarbons from leaking storage tanks, petroleum pipelines, and railroad use.	HAZ-3, HAZ-8 HAZ-4: Conduct Sampling, Testing, Removal, Storage, Transportation, and Disposal of Yellow Striping along Existing Roadway. HAZ-5: Conduct Sampling and Analysis of Transformer Fluid from Electrical Transformers. HAZ-6: Conduct Testing for Aerially Deposited Lead in Surface and Near-Surface Soils. HAZ-7: Time Construction to Avoid Exposure of Construction Workers to Respiratory Irritants from Aerially Applied Chemicals. HAZ-9: Phase 2 Environmental Site Assessments (ESA).

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Expose Humans and the Environment to Hazardous Conditions from the Accidental Release of Hazardous Materials	No Impact	Potential exposure through the use of heavy equipment materials and potentially hazardous road construction materials. Sanitary sewer and petroleum pipelines, as well as unknown abandoned pipelines may cross or exist within the planned roadway alignment.	Potential exposure through the use of heavy equipment materials and potentially hazardous road construction materials. Sanitary sewer and petroleum pipelines, as well as unknown abandoned pipelines may cross or exist within the planned roadway alignment.	Potential exposure through the use of heavy equipment materials and potentially hazardous road construction materials. Sanitary sewer and petroleum pipelines, as well as unknown abandoned pipelines may cross or exist within the planned roadway alignment.	Potential exposure through the use of heavy equipment materials and potentially hazardous road construction materials. Sanitary sewer and petroleum pipelines, as well as unknown abandoned pipelines may cross or exist within the planned roadway alignment.	HAZ-1

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.13 Air Quality						
Violations of Carbon Monoxide NAAQS	No violations of CO standards	No violations of CO standards	No violations of CO standards	No violations of CO standards	No violations of CO standards	None Required
Increase ROG, NO _x , and PM ₁₀ Construction-Related Emissions	No Impact	Increased construction-related emissions	Increased construction-related emissions	Increased construction-related emissions	Increased construction-related emissions	AQ-1: Implement Construction Mitigation Measures to Reduce Construction Equipment Exhaust Emissions. AQ-2: Implement Construction Mitigation Measures to Reduce Construction Emissions, as Required by the BAAQMD.
Regional Conformity	No Impact	Included in a Regional Conformity Plan	Included in a Regional Conformity Plan	Included in a Regional Conformity Plan	Included in a Regional Conformity Plan	None Required
Mobile Source Air Toxics	No impact	No impact	No impact	No impact	No impact	None Required
3.14 Noise						
Construction Noise	N/A	Temporary, intermittent and short-term impacts to residents along Walters Road and Leisure Town Road	Temporary, intermittent and short-term impacts to residents along Walters Road and Leisure Town Road	Temporary, intermittent and short-term impacts to residents along Walters Road and Leisure Town Road	Temporary, intermittent and short-term impacts to residents along Peabody Road	N-1: Employ Noise-Reduction Construction Measures. N-2: Prohibit Nighttime Construction Activities N-3: Disseminate Essential Information to Residences and Implement a Complaint/Response Tracking Program.

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Noise Levels above the NAC or a Substantial Increase in Traffic Noise Levels	Approach or exceed NAC along Walters Road and Leisure Town Road	Approach or exceed NAC along Walters Road and Leisure Town Road	Approach or exceed NAC along Walters Road and Leisure Town Road	Approach or exceed NAC along Walters Road and Leisure Town Road	Approach or exceed NAC along Walters Road and Peabody Road	Abatement measures provided for all build alternatives.
3.15 Biological Environment						
3.15.1 Natural Communities						
Direct loss of riparian woodland (acres)	No Impact	2.1 acres	2.1 acres	2.1 acres	0.4 acres	BR-1: Avoid and Minimize Potential Indirect Disturbance of Riparian Communities. BR-2: Compensate for Permanent Loss of Riparian Communities.
Indirect loss of riparian woodland (acres)	No Impact	1.4 acres	1.4 acres	1.4 acres	0.6 acres	BR-1 and BR-2
Habitat Modification	No Impact	Minor modification of annual grassland, vernal pool, and pond habitat along the Walters Road Extension alignment.	No Impact	No Impact	No Impact	BR-7: Modify Roadway Design to Maintain Natural Hydrology and Reduce Resource Loss

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Loss of protected trees	No Impact	Removal of 19 native oaks; loss of landscape trees along Leisure Town Road	Removal of 19 native oaks; loss of landscape trees along Leisure Town Road	Removal of 19 native oaks; loss of landscape trees along Leisure Town Road	Removal of 4 native trees, loss of landscape trees along Peabody Road	BR-3: Plant Native Trees in Rural Landscaping Areas.
3.15.2 Wetlands and Other Waters of the United States						
Jurisdictional wetlands	No Impact	2.94 acres	1.17 acres	1.17 acres	0.40 acres	BR-4: Obtain and Comply with Conditions of Clean Water Act Permits and Streambed Alteration Agreement.
Jurisdictional other waters	No Impact	1.90 acres	1.52 acres	1.13 acres	0.64 acres	BR-5: Implement Measures to Protect Water Quality. BR-6: Avoid and Minimize Disturbance of Waters of the United States and Nonjurisdictional Wetlands. BR-7: Modify Roadway Design to Maintain Natural Hydrology and Reduce Resource Loss BR-8: Compensate for the Permanent and Temporary Filling of Seasonal Wetland, Freshwater Marsh, and Pond. BR-9: Compensate for the Permanent and Temporary Filling of Other Waters of the United States.

Table S-2
Summary of Impacts by Alternative

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.15.3 Plant Species						
Loss of Brittscale	No Impact	No Impact	No Impact	No Impact	No Impact	BR-10: Conduct a Biological Resources Education Program for Construction Crews and Enforce Construction Restrictions. BR-11: Retain a Biologist to Monitor Construction Activities. BR-12: Install Construction Barrier Fencing around the Construction Area. BR-13: Minimize Potential Impacts on Special-Status Plant Species during Construction. BR-15: Implement Mitigation Measure BR-7, BR-10 to BR-13, BR-15
Loss of Pappose spikeweed	No Impact	1.0 acres	No Impact	No Impact	No Impact	BR-10 to BR-13, BR-15 BR-14: Compensate for Loss of Pappose Spikeweed.
Loss of Gairdner's yampah	No Impact	2.0 acres	No Impact	No Impact	No Impact	BR-10 to BR-13, BR-15
Loss of Saline Clover	No Impact	1.0 acre	No Impact	No Impact	No Impact	BR-10 to BR-13, BR-15
3.15.4 Animal Species						
Loss of habitat for Northwestern Pond Turtle	No Impact	Potential Impact	Unlikely to be affected	Unlikely to be affected	Unlikely to be affected	BR-10 to BR-12 BR-16: Conduct Preconstruction Surveys for Western Pond Turtle
Disturbance to Burrowing Owl breeding or wintering burrow site	No Impact	Possible effect if present	BR-10 to BR-12 BR-17: Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the CDFG Guidelines for Burrowing Owl Mitigation.			

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Loss of Swainson's Hawk nesting and foraging habitat	No Impact	58.5 acres	57.4 acres	49 acres	32.1 acres	BR-10 to BR-12 BR-18: Implement the CDFG Guidelines for Swainson's Hawk Foraging Habitat Mitigation and Conduct Preconstruction Surveys for Nesting Swainson's Hawk.
Degradation or disturbance to White-Tailed Kite nesting sites	No Impact	Possible effect on nesting birds if present	BR-10 to BR-12 BR-19: Avoid Disturbance of Nesting Special-Status and Non-Special-Status Migratory Birds and Raptors			
Degradation or disturbance to Northern Harrier nesting sites	No Impact	Possible effect on nesting birds if present	BR-10 to BR-12, BR-19			
Disturbance to nesting sites of migratory birds, including raptors	No Impact	Possible effect on nesting birds if present	BR-10 to BR-12, BR-19			
3.15.5 Threatened and Endangered Species						
Loss or degradation of Contra Costa Goldfields populations						BR-10 to BR-12
Direct	0 acres	0.40 acres	0.24 acres	0.27 acres	0.24 acres	BR-20: Implement Mitigation Measure BR-7. BR-21: Compensate for the Permanent Loss of Contra Costa Goldfields.
Temporary (Direct)	0 acres	0.17 acres	0.22 acres	0.15 acres	0.22 acres	
Indirect	0 acres	2.45 acres	4.58 acres	2.51 acres	4.58 acres	
Total	0 acres	3.02 acres	5.04 acres	2.93 acres	5.04 acres	

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
Loss of vernal pool crustacean habitat						BR-22: Minimize Potential Impacts on Listed Vernal Pool Crustaceans and Contra Costa Goldfields. BR-23: Compensate for Permanent Losses of Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat.
Direct	0 acres	0.97 acres	1.42 acres	1.42 acres	0.94 acres	
Indirect	0 acres	3.72 acres	0.30 acres	0.30 acres	0.20 acres	
Total	0 acres	4.69 acres	1.45 acres	1.45 acres	0.96 acres	
Loss or degradation of suitable habitat for Delta Green Ground Beetle	No Impact	No Impact	No Impact	No Impact	No Impact	None required
Loss of elderberry shrubs that are habitat for Valley Elderberry Longhorn Beetle	No Impact	4 shrubs; 16 stems greater than 1 inch in diameter at ground level	4 shrubs; 16 stems greater than 1 inch in diameter at ground level	4 shrubs; 16 stems greater than 1 inch in diameter at ground level	13 shrubs; 26 stems greater than 1 inch in diameter at ground level	BR-24: Minimize Impacts on Valley Elderberry Longhorn Beetle. BR 25: Compensate for Impacts on Valley Elderberry Longhorn Beetle.
Loss or degradation of suitable habitat for California Tiger Salamander						BR-26: Minimize Potential Impacts on California Tiger Salamanders. BR-27: Compensate for Removal and Disturbance of California Tiger Salamander Habitat.
Upland Habitat	No Impact	22.7 acres	22.7 acres	22.7 acres	1.6 acres	
Aquatic Habitat	No Impact	No Impact	No Impact	No Impact	0.10 acres	

**Table S-2
Summary of Impacts by Alternative**

Affected Resource	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Avoidance, Minimization, and/or Mitigation Measures
3.15.6 Invasive Species						
Invasive Species	No impact	Potential to spread invasive species	BR-28: Educate Construction Crews on Invasive Species Control and Prevention, and Monitor Compliance. BR-29: Implement Revegetation and Restoration Measures Required in the Storm Water Pollution Prevention Plan.			
3.16 Energy						
Energy	Inefficient energy consumption	Efficient energy consumption	Efficient energy consumption	Efficient energy consumption	Efficient energy consumption	None required

S.7 Coordination with Public and Other Agencies

Both the federal and State environmental processes call for coordination and consultation with various federal, State, and local agencies; elected officials; community organizations; Native American tribes; and other individuals from the neighborhoods and communities within the vicinity of the corridor. Public outreach was conducted through a variety of means, including public agency coordination, consultation, and the public scoping process. In keeping with these processes, a Notice of Intent (NOI) for the Jepson Parkway Project was published in the Federal Register on August 4, 2000, and a Notice of Preparation (NOP) was released on July 14, 2000. These notices announced that environmental documents were being prepared to assess the effects of the proposed action. Comments received in response to the notices have been taken into account in the preparation of this document.

In order to ensure appropriate input from other affected agencies, particularly those that have jurisdiction over natural resources, FHWA, Caltrans, and STA began a scoping process soon after the issuance of the above notices, during which direct outreach was made to the public and other local, State, and federal agencies. A public scoping meeting for the project was held on August 9, 2000. The three agencies also agreed to initiate the NEPA/Clean Water Act Section 404 integration process (generally referred to as “NEPA/404”), which is a formal effort to coordinate the review and approval process of key EIS elements and how these elements address waters of the United States and associated sensitive species. The integration process is outlined in an MOU between FHWA, the Federal Transit Administration (FTA), the Corps, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and Caltrans. The participants in the NEPA/404 process agreed on the project purpose and need, the four alternatives that were considered in the EIS, and the Least Environmentally Damaging Practicable Alternative (LEDPA).

The Draft EIR/EIS was circulated for public review and comment in May, 2008 for 60 days. A public hearing on the Draft EIR/EIS was held on June 24, 2008 at the Callison Elementary School in Vacaville. Alternative B, which includes portions of Leisure Town, Vanden, Cement Hill, and Walters Roads and constructs the Walters Road Extension, has been identified as the Preferred Alternative.

In addition, as noted previously, a Section 4(f) evaluation was conducted for the project under the Department of Transportation Act of 1966 (49 U.S. Government Code 303). The Section 4(f) evaluation is intended to identify the potential use of publicly-owned parks, recreation areas, wildlife or waterfowl refuges, and historic sites for transportation improvements. If such use is necessary, the Section 4(f) evaluation is also intended to establish that there is no feasible and prudent alternative to the use of Section 4(f) resources and that all possible planning to minimize harm to the resource has occurred. This evaluation is included as Appendix A to this document.

A letter of concurrence from the State Historic Preservation Officer for the project is provided with other agency consultation letters in Appendix B to this document. This letter is necessary to demonstrate that potentially significant historic resources have been considered during project planning. Appendix K includes letters from FHWA documenting air quality conformance.

S.8 List of Other Authorizations and Approvals That May Be Required for the Proposed Action

As identified above, there are a number of other agencies that may have some oversight or permit requirements over the project. The chart below summarizes other State and federal agencies that have such jurisdiction.

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	Consultation for Federally Listed Threatened and Endangered Species under Section 7 of the Endangered Species Act.	Formal consultation and request for Biological Opinion were conducted. See Appendix J for a copy of the USFWS No Jeopardy Biological Opinion
U.S. Army Corps of Engineers	Individual Permit under Section 404 of the Clean Water Act for filling or dredging waters of the United States.	Section 404 permit would be obtained prior to construction.
California Department of Fish and Game	Streambed Alteration Agreement under California Fish and Game Code Section 1602.	Section 1602 permit would be obtained prior to construction.
	Section 2080 Agreement or Concurrence for State-Listed Threatened and Endangered Species.	Section 2080 permit would be obtained prior to construction.
San Francisco Bay and Central Valley Regional Water Quality Control Board	Water Quality Certification under Section 401 of the Clean Water Act.	Section 401 certification would be completed prior to construction.
California Public Utilities Commission	Authority to construct a new public railroad-highway crossing	Permits to be obtained prior to construction.
Reclamation Board	Encroachment permit for activities conducted within Reclamation Board's right-of-way	Permits to be obtained prior to construction.

S.9 Related Projects

In addition to the proposed action, there are a number of other major projects and improvements that can affect transportation in central Solano County. The following major actions are in the planning stages or have recently been completed by other governmental agencies in the same geographic area as the project.

- I-80/Leisure Town Road Overcrossing and Interchange, City of Vacaville.
- Al Patch Park, City of Vacaville: a 34.3-acre sports complex at the northwest corner of Peabody Road and California Drive.
- Elmira Road Widening from Peabody Road to Allison Drive, City of Vacaville.
- Fairfield-Vacaville Multimodal Train Station, City of Fairfield.
- Technology Park, City of Fairfield: an 800-acre technology park designated in the City of Fairfield General Plan.

- Travis Air Force Base Expansion, City of Fairfield.
- Petersen Ranch, City of Suisun City: a 153-acre residential development adjacent to Walters Road between Bella Vista Drive and East Tabor Avenue.
- Villages at Fairfield Residential Development, City of Fairfield: 440 acres with 2,400 housing units, a commercial shopping center, an elementary school, two neighborhood parks, a portion of the Fairfield Linear Park, and associated public facilities, roadways and utilities. Located north of Air Base Parkway between Claybank Road and Peabody Road.
- Kinder Morgan Energy Partners, Concord to Sacramento Petroleum Products Pipeline Project.
- Solano Countywide Bicycle Plan, STA.
- Improvements to I-80/I-505 Interchange.
- High-Occupancy Vehicle Lanes on I-80.
- General Plan Amendment for Peabody Road: a General Plan amendment to designate Peabody Road as a four-lane arterial street was approved in 2004.
- I-80/North Texas Street Interchange and Manuel Campos Parkway Extension, City of Fairfield.
- Realignment of Peabody Road and Vanden Road/Cement Hill Road intersection, City of Fairfield.
- Improvements to the I-80/I-680/SR 12 Interchange.
- Extension of High Occupancy Vehicle Lanes on I-80 from Air Base Parkway to I-505.

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