

with implementation of the mitigation measures; these findings were addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. The potential air quality impacts of the proposed changes was evaluated and no impacts are anticipated. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address these previously identified impacts would apply to proposed project modifications and no new or modified mitigation measures are required.

#### **IV. BIOLOGICAL RESOURCES**

Would the project:

- (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
  - (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?
  - (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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?
- (Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?)

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for all questions and prescribed mitigation measures to be included in specific projects: to document special status plant species populations prior to implementation of individual projects (Measure BR-1.1); to avoid or minimize impacts on special status plant species populations by redesigning the project, protecting populations, and developing a transplantation plan if necessary (Measure BR-1.2); to avoid or minimize the dispersal of noxious weeds into uninfested areas (Measure BR-2.1); to identify and document riparian habitat (Measures BR-3.1); to avoid or minimize disturbance to riparian habitats (Measure BR-3.2); to compensate for the loss of riparian habitat (Measure BR-3.3); to identify and delineate waters of the United States including wetlands (Measure BR-4.1); to obtain appropriate wetland permits (Measure BR-4.2); to avoid or minimize disturbance of wetland communities (Measure BR-4.3); to document special status wildlife species and their habitats

(Measure BR-5.1); to avoid or minimize impacts on special status wildlife species by redesigning the project, protecting special status wildlife habitat, and developing a mitigation monitoring plan if necessary (Measure BR-5.2); and to coordinate with resource agencies and develop appropriate compensation plans for state and federally listed wildlife species (Measure BR-5.3). The Program EIR also reported that there could be significant and unavoidable impacts even with implementation of these measures; this finding was addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

## **V. CULTURAL RESOURCES**

Would the project:

- (a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- (d) Disturb any human remains, including those interred outside of formal cemeteries?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for all questions and prescribed mitigation measures to be included in specific projects: that the Lead Agencies for a specific project shall hire a professional who meets the Secretary of Interior's Standards for Architectural Historians to evaluate all historic structures or features that could be affected by project implementation (Measure CR1-1, including mitigations detailed in the Final Program EIR in response to Caltrans comments); that based on a reasonable presumption that archeological resources may be present within a project sites, that measures be undertaken to avoid any potentially significant adverse effect from a proposed project on buried or submerged historical resources (Measure CR-2.1, including mitigations detailed in the Final Program EIR in response to Caltrans comments); to conduct site specific studies and surveys to determine presence of paleontological resources or unique geological features (Measure CR3-1); and to halt construction activities and contact County Coroner if human remains and/or funerary remains are discovered (Measure CR-4.1 including mitigations detailed in the Final Program EIR in response to Caltrans comments). The Program EIR also reported that there would be significant and unavoidable long term impacts for question (a) even with implementation of these

mitigation measures; this finding was addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

## **VI. GEOLOGY AND SOILS**

Would the project:

- (a) 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.
  - 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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be less than significant impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

## **VII. HAZARDS AND HAZARDOUS MATERIAL**

Would the project:

- 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 for people residing or working in the project area?
- (f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- (h) 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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be less than significant impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

## **VIII. HYDROLOGY AND WATER QUALITY**

Would the project:

- (a) Violate any water quality standards or waste discharge requirements?
- (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- (e) 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?
- (f) Otherwise substantially degrade water quality?

- (g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- (j) Inundation by seiche, tsunami, or mudflow?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be less than significant impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

## **IX. LAND USE AND PLANNING**

Would the project:

- (a) Physically divide an established community?
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for all questions and prescribed a mitigation measure to be included in specific projects: to coordinate land use planning, use existing right-of-ways, design roads with connectivity, or design roads with traffic calming measures (Measure LU-3.1). The Program EIR also reported that there would be significant and unavoidable long term impacts for issue (a) even with implementation of the mitigation measure; this finding was addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

## **X. MINERAL RESOURCES**

Would the project:

- 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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be no impacts and no mitigation measures were prescribed.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

## **XI. NOISE**

Would the project result in:

- (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- (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 expose people residing or working in the project area to excessive noise levels?
- (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for questions (a) through (d) and (f) and prescribed mitigation measures to be included in specific projects: to implement project-specific noise and vibration mitigation measures (Measure NO-1.1); to implement site-specific construction mitigation measures to control noise impacts to sensitive receptors below the applicable standards (Measure NO-2.1). The Program EIR also reported that there could be significant and unavoidable impacts even with implementation of these mitigation measures; this finding was addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

**XII. POPULATION AND HOUSING**

Would the project:

- (a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be less than significant impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

**XIII. PUBLIC SERVICES**

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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be less than significant impacts for fire and police protection and no impacts to schools, parks or other public facilities. No mitigation measures were prescribed.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

#### **XIV. RECREATION**

- (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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be no impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

#### **XV. TRANSPORTATION/TRAFFIC**

Would the project:

- (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- (e) Result in inadequate emergency access?
- (f) Result in inadequate parking capacity?
- (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?



*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for question (d) and prescribed a mitigation measure to be included in specific projects: to develop and implement project-specific construction traffic management plans (Measure TR-5.1).

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. The potential transportation impacts of the proposed changes was evaluated and no impacts are anticipated. Changes in funding levels for project do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

## **XVI. UTILITIES AND SERVICE SYSTEMS**

Would the project:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- (d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- (e) 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?
- (f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- (g) Comply with federal, state, and local statutes and regulations related to solid waste?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be no impacts and prescribed no mitigation measures.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for project do not create impacts not considered in the Program EIR. No new or modified mitigation measures are required.

## **XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

- (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, 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?

*Previously Reported Impacts and Mitigation:* The Program EIR reported there would be potentially significant impacts for each question and prescribed mitigation measures to be included in specific projects that are included in impact topics I-Aesthetics, II-Agricultural Resources, III-Air Quality, IV-Biological Resources, V-Cultural Resources, IX-Land Use, XI-Noise, and XV-Transportation. The Program EIR also reported that there could be significant and unavoidable impacts even with implementation of these measures for Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Land Use, and Noise; this finding was addressed in the Statement of Overriding Considerations.

*Environmental Impacts for Proposed Project:* The minor modifications to language describing the Airport interchange and the Soscol flyover do not add elements that would create impacts not considered in the Program EIR. Changes in funding levels for projects do not create impacts not considered in the Program EIR. The adopted mitigation measures to address previously identified impacts would apply to the proposed project modifications and no new or modified mitigation measures are required.

# Technical Report