

YOL-16 Vision Zero Shoulder Widening

YOLO COUNTY, CALIFORNIA
03 – YOL – 16 – Post Miles 21.2 to 21.9
EA 03-4J880 / EFIS 0323000285

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation

August 2026



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental impacts of the Vision Zero Shoulder Widening Project on State Route (SR) 16 between Post Miles (PM) 21.2 and 21.9 in Yolo County, California.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, details on the project scope of work, how the existing environment could be affected by the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document. Additional copies of this document and related technical studies are available for review at the Caltrans district office at 703 B Street, Marysville CA 95901. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-yolo-county>
- We'd like to hear what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline indicated below.
- Submit comments via postal mail to:
California Department of Transportation
North Region Environmental – District 03
Attention: David Gould
703 B Street
Marysville, California 95948
- Submit comments via email to: 03_4J880_Project_Inbox@dot.ca.gov
- Submit comments by the deadline: September 30, 2026

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may give environmental approval to the proposed project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Accessibility Assistance:

Caltrans makes every attempt to ensure documents are accessible. To obtain a copy in an alternate format other than the one provided, please write to or call Caltrans, Attention: Dennis Keaton, District 3, 703 B St. Marysville, CA 95901; (916)825-5252 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1- 800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1- 800- 854- 7784 (Spanish and English Speech-to-Speech), or 711.

State Clearinghouse # - Pending
District 3 – Yolo – 16 – PMs 21.2 to 21.9
EA 03-4J880 / EFIS 0323000285

Shoulder Widening on State Route 16 from Post Miles 21.2 to 21.9 in Yolo County

Initial Study with Proposed Negative Declaration

Submitted pursuant to:
(State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



Erin Dwyer, Office Chief
California Department of Transportation
North Region Environmental – District 03
CEQA Lead Agency

08/31/2026

Date

The following individual may be contacted for more information about this document:

California Department of Transportation
North Region Environmental – District 03
Attention: David Gould
703 B Street
Marysville, California 95901
(530) 812-6493

Proposed Negative Declaration

Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to install 4-foot shoulders on each side of the highway segment, roadway realignment and superelevation adjustment, drainage work at various locations, safety improvement installations including rumble strips, replacing all existing signs with retroreflective sheeting, adding two new speed limit signs, cold plane and overlay existing asphalt of the traveled way within the project limits. The project will tie into existing 8-foot shoulders at the northern project limits.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The proposed project would have *no impact* on

- Aesthetics
- Agriculture and Forest Resources
- Energy
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Wildfire

In addition, the proposed project would have *less than significant impacts* to

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mandatory Findings of Significance
- Tribal Cultural Resources
- Utilities and Service Systems

Erin Dwyer

Erin Dwyer, Office Chief
North Region Environmental – District 03
California Department of Transportation
CEQA Lead Agency

08/31/2026

Date

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Chapter 1 Proposed Project

1.1 General Project Information

Project Title: Yolo 16 Vision Zero Shoulder Widening

Lead Agency Name and Address: Caltrans, District 03, 703 B Street, Marysville
CA 95901

Contact Person and Phone Number: David Gould, (530) 812-6493

Project Location: The proposed project is located on SR 16 in Yolo County from PM 21.2 to 21.9. The project is west of the community of Esparto in the Capay Valley.

General Plan Designation and Zoning: The area surrounding the proposed project is zoned as agriculture and mostly comprised of agricultural, farmlands, and open space properties.

Surrounding Land Uses and Setting: This project is in a rural section of eastern Yolo County on SR 16 between the Town of Esparto and small community of Brooks and is just east of Cashe Creek Casino. The state route goes through the Capay Valley in a rural setting with farmlands, residences, and agricultural, surrounded by foothills on either side. SR 16 has a wide variety of users including commuters, recreational travelers, freight truck drivers, and farm equipment operators. Continuing east, SR 16 is one of the routes used by trucks to access Colusa and Lake Counties, which also passes through the Cache Creek Regional Park area.

The proposed project area is in a region with a Mediterranean climate with hot, dry summers and mild, wet winters. There are views of rolling hills in the background and farm/agriculture fields and farmhouses closer to the road. The nearby vegetation consists of a mix of deciduous and evergreen trees, overgrown under brush, mountain views, wide-open spaces, and orchards and fields.

Tribal Consultation: On February 5, 2025, the Native American Heritage Commission (NAHC) was requested to review the Sacred Lands Files (SLF) for any Native American sacred site within or adjacent to the project area. The NAHC provided Caltrans with a list of individuals and organizations in the Native American

community who may be able to share any information or concerns about the project area and proposed undertaking. Initial correspondence was sent on February 10, 2025, with follow-up emails on March 10, 2025, to the following tribal entities:

- Anthony Roberts, Chairperson, Yocha Dehe Wintun Nation
- Wayne Mitchum Jr., Chairperson, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Charlie Wright, Chairperson, Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
- Rondal Kirk, Chairperson, Grindstone Rancheria of Wintun-Wailaki

On March 18th, 2025, the Yocha Dehe Wintun Nation responded to the consultation request seeking formal consultation and to have a focus meeting regarding the project. Caltrans coordinated a focused meeting with Yocha Dehe Wintun Nation Site Protection staff to identify culturally sensitive areas and discuss archaeological testing, monitoring, and project activities.

During an April 2025 quarterly meeting, Yocha Dehe Wintun Nation identified sensitive areas and requested access to prior studies and testing plans, as well as tribal monitoring of survey, testing, construction, and geotechnical activities. Caltrans provided the requested materials and coordinated Yocha Dehe Wintun Nation participation in an archaeological survey on April 29th, 2025, and subsequent field activities (i.e. geotechnical boring and utility potholing) in 2026.

Consultation also included local historical societies, including the Yolo County Historical Society. An email was sent to the Yolo County Historical Society on February 10, 2025, and a follow-up email on March 10, 2025. No response was received and consultation will remain open during the life of the project.

1.2 Purpose and Need

Purpose

The purpose of this proposed project is to improve safety for the traveling public and reduce the severity and number of collisions within the project limits.

Need

The segment of SR 16 from PM 21.2 to PM 21.9 is listed on the 2022 Vision Zero Monitoring Report. During the period from January 1, 2019 to December 31, 2020, 1 fatal collision and 2 serious injury collisions occurred in this segment. Shoulder widths within the project limits vary from no shoulder to 2 feet, which leaves limited room for vehicles to take corrective action before leaving the roadway. In addition, this roadway does not have the width to incorporate rumble strips along existing shoulders.

1.3 Project Description

The California Department of Transportation (Caltrans) proposes to install 4-foot shoulders on each side of the highway segment, roadway alignment and superelevation adjustment, drainage work at various locations, and safety improvement installations including rumble strips, replacing all existing signs with retroreflective signage, adding two new speed limit signs, cold plane and overlay existing asphalt of the traveled way within the project limits. The project will tie into existing 8-foot shoulders at the northern project limits.

Work would include:

Pavement

- Cold plane a depth of 0.2 feet from edge of pavement (EP) to EP and overlay 0.2 feet Rubberized Hot Mixed Asphalt-Gap Graded (RHMA-G)
- Widen westbound and eastbound shoulders to 4 feet
 - Sawcut 7.75 feet from proposed centerline on the eastbound lane and sawcut at the proposed Edge of Travel Way (ETW) on the westbound direction and place:
 - 0.55-foot HMA-A
 - 1.5 feet Class 2 Aggregate Base
 - Roadway realignment toward the beginning of the curve, which will result in a new superelevation at the horizontal curves
- Restripe lanes and shoulders with 6-inch thermoplastic traffic stripes

Drainage

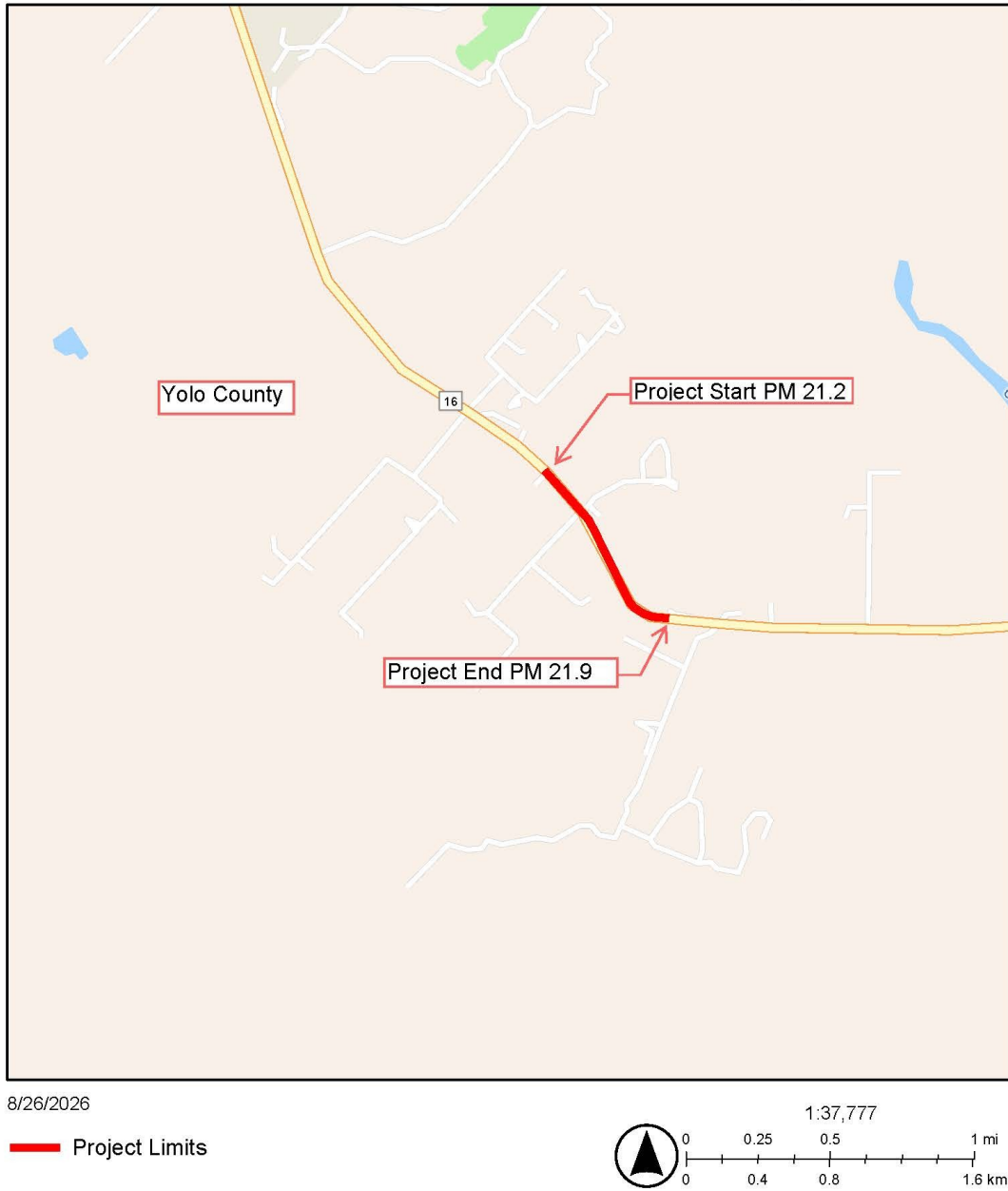
- Remove and replace inlet and outlet headway at PM 21.67
- Remove and replace inlet headwall at PM 21.80
- Reconstruct roadside ditches
- Replace culverts in poor conditions as follows:
 - Replace culvert at PM 21.37, from 18 inches to 24 inches in diameter with a length of 123.9 feet
 - Replace culvert at PM 21.38, from 12 inches to 24 inches in diameter with a length of 34.5 feet
 - Remove and install culvert at PM 21.67, from 18 inches to 24 inches in diameter with a length of 41.5 feet. Rock Slope Protection (RSP) will be added to the outlet.
 - Remove and install culvert at PM 21.8, from 18 inches to 36 inches in diameter with a length of 73.1 feet. RSP will be added to the outlet
 - Replace culvert at PM 21.89, from 18 inches to 24 inches in diameter with a length of 26.5 feet

Safety

- Place 12-inch rumble strips on the shoulders and centerline of the highway segment
- Replace all existing signs with retroreflective sheeting
- Add two new speed limit signage set for 55 miles per hour within the project limits and increase size to 30 inches by 36 inches

Figure 1 – Project Vicinity Map

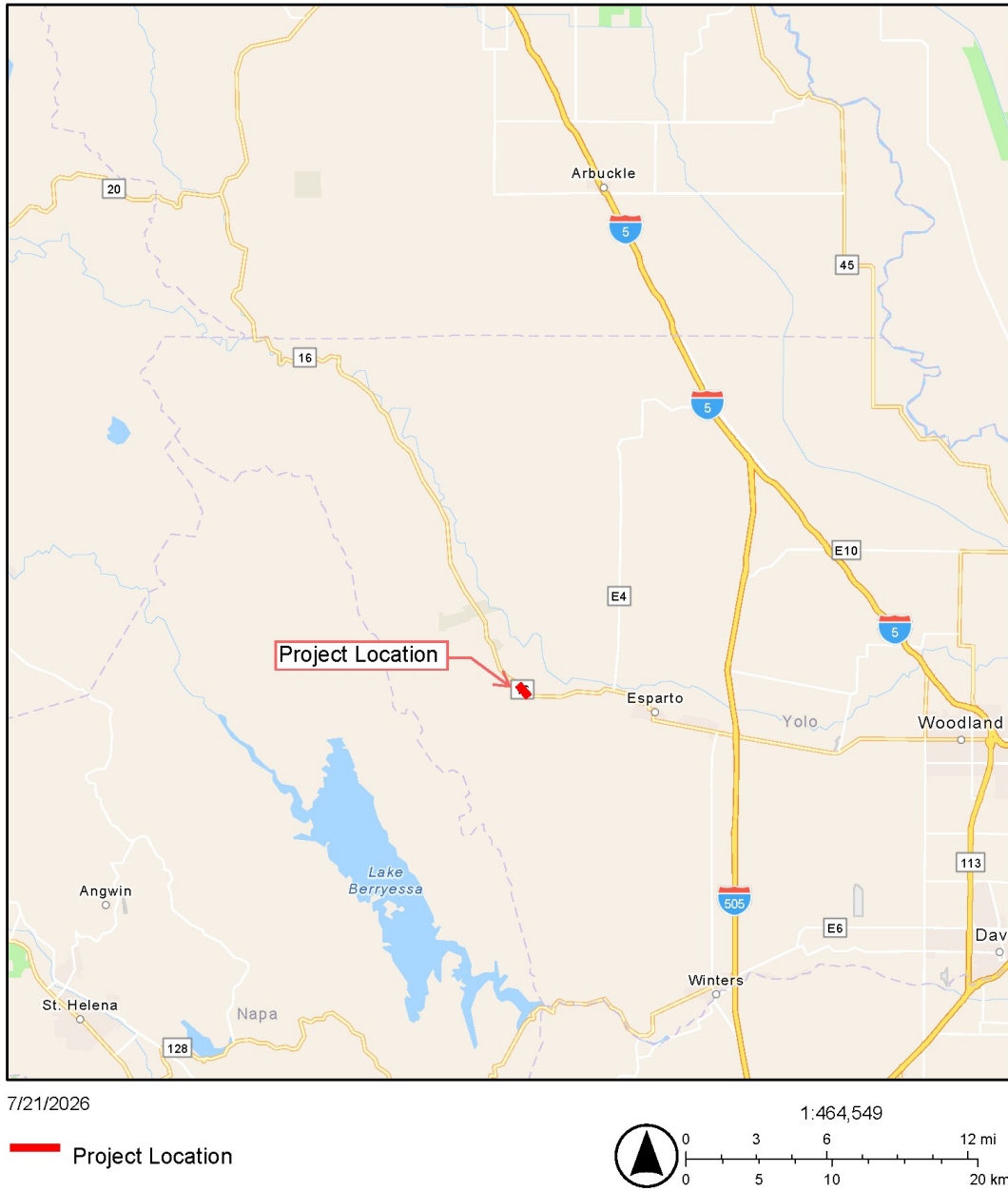
Vicinity Map
Yol-16 Vision Zero Shoulder Widening



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 2 – Project Location Map

Project Location Map



1.4 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications would be required for project construction.

Agency	Permit/License/Agreement/ Certification	Status
United States Fish and Wildlife Service (USFWS)	Section 7 Informal Consultation for Threatened and Endangered Species	The Section 7 Endangered Species Act Letter of Concurrence will be obtained from USFWS prior to approval of the Final Environmental Document (FED).
California Department of Fish and Wildlife	Lake and Streambed Alteration Agreement	To be submitted after FED approval.

1.5 Standard Measures and Best Management Practices

CEQA Guidelines Section 15370 defines mitigation as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for an impact. In contrast, Caltrans consistently implements projects applying Standard Measures and Best Management Practices (BMP) as features or components on most, if not all, Caltrans projects. These project components are prescriptive and sufficiently standardized to be generally applicable for a project, and result from measures outlined in Caltrans plans, specifications, and special provisions as well as laws, permits, agreements, guidelines, and agency directives and policies. For this reason, these measures and practices are not considered “mitigation” under CEQA; rather, they are part of the project and included prior to determining impact significance.

The proposed project contains the following standard measures and BMPs. Project-specific mitigation measures that would be applied to reduce the significance of impacts resulting from the proposed project are listed within the applicable resource section below.

Biological Resources

BR-1: Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison would meet with the

contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project area.

BR-2: Animal Species

- A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.
- C. Artificial night lighting may be required. To reduce potential disturbance to sensitive resources, lighting would be temporary and directed specifically on the portion of the work area actively under construction. Use of artificial lighting would be limited to California Occupational Safety and Health (Cal/OSHA) work area lighting requirements.

- D. Protocol surveys would be performed for Crotch's Bumble Bee during the breeding season for each construction season (every year of construction). If species are discovered during construction, work would stop in the area of discovery and coordination with the appropriate resource agencies would occur.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Measures would include:

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.

BR-4: Plant Species, Sensitive Natural Communities, and Environmentally Sensitive Habitat Areas (ESHA)

- A. Prior to the start of work, temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.
- B. When possible, excavation of roots of large diameter trees (less than 2-foot Diameter at Breast Height) would not be conducted with mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots would be pruned away to make sharp, clean cuts.
- C. Upon completion of construction, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

Cultural Resources

CR-1: Caltrans would coordinate with the Yocha Dehe Wintun Nation and incorporate measures to protect tribal resources.

CR-2: An archaeological monitor and Yocha Dehe Wintun Nation tribal monitor would be used during ground-disturbing activities.

CR-3: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified

CR-4: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code § 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC who would then notify the Most Likely Descendent.

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

CR-5: Prior to the start of work, THVF and/or flagging would be installed around culturally sensitive area, where appropriate. No work would occur within fenced/flagged areas.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).

GHG-2: Compliance with Title 13 of the California Code of Regulations (CCR), which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification “Emissions Reduction” ensures construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resources Board (CARB) (Caltrans SS 7-1.02C).

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, traffic would be scheduled and directed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

GHG-5: All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases carbon dioxide (CO₂). This replanting would help offset any potential CO₂ emissions increase.

Hazardous Waste and Materials

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific *Lead Compliance Plan* (CCR Title 8, § 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of materials containing lead.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision (SSP) “Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue” (SSP 14-11.12).

HW-3: If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification 14 to 11.14 “Treated Wood Waste.”

Geology, Seismic/Topography, and Paleontology

GS-1: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Traffic and Transportation

TT-1: A TMP would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 16 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

UE-3: The project is located within the “No” CAL FIRE Fire Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ), effective January 1, 2023. If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (CGP) (Order 2022-0057-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the CGP Order 2022-0057-DWQ) or Water

Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction. For SWPP projects (which are governed according to both the Caltrans NPDES permit and the CGP), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

The SWPPP or WPCP 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 Storm Water Quality Handbooks: Construction Site BMPs Manual to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with 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 offsite.
- 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.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the **CGP**), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the 2016 Caltrans Storm Water Management Plan. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

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 across vegetated slopes, thus providing filtration of any potential pollutants.

1.6 Discussion of the National Environmental Policy Act Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination would be prepared in accordance with the National Environmental Policy Act (NEPA). When required by CEQA, this document may contain references to federal laws and/or regulations. (CEQA, for example,

requires consideration of potential effects on species listed by the United States National Marine Fisheries Service [NMFS] and the United States Fish and Wildlife Service [USFWS], in other words, species protected by the Federal Endangered Species Act [FESA]). Nothing in this document should be considered a determination pursuant to NEPA.

Chapter 2 CEQA Evaluation

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Please see the CEQA Environmental Checklist topics on the following pages for additional information.

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

CEQA Environmental Checklist

The following CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate there are no impacts to a particular resource. A “No Impact” answer in the checklist reflects this determination. Where there is a need for clarifying discussion, the discussion is either included in the checklist or located below the applicable section of the checklist. The words “significant” and “significance” used throughout the checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage a thoughtful assessment of impacts and do not represent thresholds of significance.

As discussed in Section 1.5, Standard Measures and BMPs are project components and have been considered prior to any significance determinations documented in the checklist.

2.1 Aesthetics

Based on the information in the Scenic Resource Evaluation accompanied by the Visual Impact Assessment – Questionnaire dated October 21, 2025 (Caltrans 2025h), the following CEQA determinations have been made:

Question – Would the project:	CEQA Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact. No scenic vistas were identified in the project area or would be impacted by the proposed project.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact. Although the project area is within an Eligible Scenic Highway, the project would not adversely impact any scenic or visual resources within the project Area of Visual Affect and would be consistent with the applicable local scenic and visual resource policies, ordinances, and standards. In addition, the project would not adversely affect the highway's eligibility for official State Scenic Highway designation.
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact. The improvements proposed by this project are minor and consistent with the existing highway facilities. As proposed, the project would not disrupt, alter, nor give an urban appearance to the existing visual character.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact: No new sources of light or glare sources would be created as the scope of work consists of shoulder widening in a rural setting.

2.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by CARB.

This information is based on project scope, location, and local county sources.

Question – Would the project:	CEQA Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact. Although most of the properties adjacent to the highway are farmlands, the proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance as work would be completed within Caltrans right-of-way.
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact. Although some of the properties adjacent to the highway are of Williamson Act designation, no right-of-way will be required, therefore there is no impact.
c) Conflict with existing zoning, 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. None of the properties adjacent or nearby are timberland, therefore there is no impact.
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact.

Question – Would the project:	CEQA Determinations for Agriculture and Forest Resources
	None of the properties adjacent or nearby are forestland, therefore there is no impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact. The project is not acquiring right-of-way; there would be no conversion of land uses.

2.3 Air Quality

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

Based on the information in the Air Quality, Noise, and Energy Analysis dated October 22, 2025 (Caltrans 2025a), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact. The project does not conflict with any air quality plan and is exempt from all air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations §93.126, subsection “Safety” (Projects that correct, improve, or eliminate a hazardous location or feature) and no further air quality analysis is required.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact. The proposed project would not increase any criteria pollutants as there is no increase to operational emissions; therefore, there would be no impact.
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact. Although temporary and during construction, the project may expose sensitive receptors (nearby residences) to pollutant concentrations. Standard specifications measures will be applied including idling restrictions of construction vehicles and equipment to no more than 5 minutes, utilizing a traffic management plan to minimize traffic delays, and maintain equipment in proper tune and working conditions.

Question – Would the project:	CEQA Determinations for Air Quality
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact. The proposed project would not result in other emissions, such as odor. Some odor could occur during construction, however these odors would be limited to the construction site and would be temporary in nature. Due to the rural nature of the site, these odors would not affect a substantial number of people.

2.4 Biological Resources

Based on the information in the Natural Environment Study (NES) dated August 31, 2026 (Caltrans 2026f), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, United States Fish and Wildlife Service (USFWS) Service, or National Marine Fisheries Service?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question a below.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or USFWS?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question b below.
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact. There are no state or federally protected wetlands within the project area. Therefore, there would be no impact to state or federally protected wetlands.
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact. There are no fish passage barriers within the Biological Study Area . There are no other known migratory corridors in the project area. The proposed project would not change how wildlife moves through the project area.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact. There are no ordinance or local policies which are applicable to the proposed project. Therefore, there would not be any conflict with any local ordinance or policies which protect biological resources.

Question – Would the project:	CEQA Determinations for Biological Resources
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact. The proposed project would comply with federal and state measures, which would cover species and habitat types protected under the Yolo Habitat Conservation Plan/Natural Community Conservation Plan

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The NES documents the special status and threatened and endangered species found near the project, specifically within the Environmental Study Limits (ESL) and Biological Study Area (BSA). The ESL encompasses the work for the proposed project. Because of the potential for listed, candidate, sensitive, or special status species in close proximity to the project, a BSA was created. The BSA includes areas within and adjacent to the ESL where standard environmental assessments for sensitive resources (habitats, plants, wildlife, wetlands, and other waters, etc.) are conducted. The BSA encompasses the ESL plus any areas outside of the ESL that could potentially be directly or indirectly affected by the project. The BSA for this project includes a buffer of 500 feet beyond the ESL.

Plant Species

A list of special status, threatened, or endangered plants potentially occurring within the project vicinity was developed based on information compiled from USFWS Information for Planning and Consultation database, CDFW California Natural Diversity Database, and CNPS.

Botanical surveys were conducted on March 20, 2025, April 4, 2025, and June 23, 2025. A record search was conducted and database query results indicated that several special plant species could potentially occur within the ESL, however no special status plants species were found to be present during botanical surveys. In addition, the physical conditions within the BSA were determined to have no suitable habitat for special status plants as the area showed signs of mowing activities in the relatively flat off-shoulder areas up to the existing fence lines within Caltrans right-of-way. Off shoulder areas are commonly used as pullouts for staging within Caltrans right-of-way and are mowed as well as sprayed with herbicide on an annual basis.

Animal Species

A list of special status, threatened, or endangered wildlife and wildlife habitats potentially occurring within the project vicinity was included in the NES and was developed based on information compiled from USFWS Information for Planning and Consultation database, NMFS online species list, and CDFW California Natural Diversity Database.

Crotch's Bumble Bee

Crotch's bumble bee (*Bombus crotchii*) is State candidate endangered per California Endangered Species Act (CESA). This species occurs primarily in California, including the Mediterranean region (e.g. coastal ecological zone spanning from southern Oregon and Baja California. This region lies between the Pacific Ocean to the Sierra Nevada), Pacific Coast, Western Desert, Great valley, and adjacent foothills through most of southwestern California. It has also been documented in southwest Nevada, near the California border. Bumble bees are important pollinators of wild flowering plants and crops. As generalist foragers, they do not depend on any one flower type. However, some plants do rely on bumble bees to achieve pollination.

Bee surveys were not conducted due to the complexity of conducting accurate, protocol-level surveys and project timing. Because ground-nesting bees nest in different burrows each year, it would not be appropriate to conduct nesting surveys years in advance of construction. Crotch's bumble bee and marginally suitable habitat is assumed present.

Valley Elderberry Longhorn Beetle

Valley Elderberry Longhorn Beetle (VELB) (*Desmocerus californicus dimorphus*) is a federally listed species of beetle strongly associated with the elderberry shrub (*Sambucus ssp.*), particularly the blue elderberry (*Sambucus nigra ssp. Caerulea*) and red elderberry (*Sambucus racemosa*). VELB lay their eggs under the bark of the elderberry shrub and during its larval stage move inside the stem pith of the shrub. At the pupae stage they exit the shrub piths creating easily visible exit holes which are significant as they are often the only visible sign of occupancy by VELB and can be used to determine their presence. Blue elderberry shrubs were observed within the BSA to be potential habitat for VELB. Five locations within the project limits were identified with elderberry shrubs. All of the locations where the shrubs were identified were in riparian areas except for one shrub which was found in a non-riparian area. Due to accessibility issues only two locations were surveyed for exit holes and none

were found at these locations. The shrub in the non-riparian area also had no exit holes.

Migratory Birds

Migratory birds are provided protection by the Federal Migratory Bird Treaty Act (MBTA) (15 USC 703-711), Title 50 CFR Part 21 and 50 CFR Part 10, the California Fish and Game Code (CFGF) Sections 3503, 3513, 3800, and AB-2627. Clearing all surface vegetation and debris within the project limits would be necessary to construct the 4-foot shoulders and to replace the culverts. The removal of surface vegetation could potentially result in the “take” of migratory birds, their occupied nests, or their eggs during construction.

Environmental Consequences

Plant Species

As there is minimally suitable habitat and the species were not observed during botanical surveys, Caltrans has determined there would be no impact to the following federal and state special status plant species:

- Bristly leptosiphon (*Leptosiphon aureus* benth)
- Sylvan Microseris (*Microseris sylvatica*)

Animal Species

There is minimal suitable nesting, roosting, foraging or dispersal habitat within the ESL. Caltrans has determined there would be no effect/no take to the following species:

- Monarch Butterfly (*Danaus Plexippus*)
- Mountain Plover (*Charadrius montanus*)
- Northwest Pond Turtle (*Actinemys marmorata*)
- Swainson’s hawk (*Buteo swainsoni*)
- Western Red Bat (*Lasiurus blossevillii*)

The following threatened species have suitable habitat within the ESL and may be impacted by project activities.

Crotch's Bumble Bee

Road widening activities may directly impact ground burrows, and the removal of vegetation may remove potential foraging habitat. Abundant potential nesting and foraging habitat for Crotch's bumble bee outside of the project footprint and in the vicinity of the BSA would not be impacted. All areas temporarily disturbed by construction activities would receive a permanent erosion control seed mix comprising regionally appropriate native species which would, as feasible, include native bee foraging plant species.

Per CESA, as a state candidate endangered species, with implementation of Caltrans Standard Measures and BMPs indicated in Chapter 1, Section 1.5, Caltrans anticipates the project would result in no take of Crotch's bumble bee

Valley Elderberry Longhorn Beetle

There is suitable habitat for VELB within both riparian and non-riparian areas. Four of the five elderberry shrub locations identified within the BSA would not be physically impacted by construction activities. One shrub is outside of Caltrans right-of-way and would not be affected by construction activities. Two of the four shrubs will have ESA fencing with a 20-foot buffer from construction equipment. The shrub identified within the non-riparian location is in vicinity where construction of the drainage ditch would occur. Excavation at this location could result in damages to the root system and may result in the death of the non-riparian shrub.

Per FESA, Caltrans has determined the project may affect, but is not likely to adversely affect VELB. The elderberry shrub in the non-riparian area is considered low quality habitat for VELB due to annual mowing and pesticide spraying. There is suitable habitat for VELB within both riparian and non-riparian areas. Construction activities for this project would take place potentially between April 28, 2028 and October 31, 2029, which overlaps with the flight season (March through July) of the VELB. Thus, ground disturbance within the VELB flight season is anticipated. Caltrans Standard Measures and BMPs outlined in Chapter 1, Section 1.5 would be incorporated to avoid and minimize impacts to VELB.

Migratory Birds

To ensure no migratory and nongame birds are present during construction, pre-construction surveys will be conducted by a qualified contractor supplied biologist. If

an active nest is found, avoidance measures will be implemented depending on the species. If any nesting birds are discovered within or near the job site during construction, all work stops, and the engineer will notify Caltrans Environmental. Implementation of Standard Measures and BMPs outlined in Chapter 1, Section 1.5 would be incorporated to ensure that no take of migratory or non-game bird species occurs during construction.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question B

Affected Environment

Riparian Habitat

Within the BSA there is a winding unnamed intermittent creek and riparian corridor along SR 16 on the north side of the highway. Riparian plants observed within the corridor include California wild grape (*Vitis californica*), California rose (*Rose californica*), California Dutchman's-pipe (*Aristolochia californica*), and trees like Fremont cottonwood (*Populus fremontii*), and Valley Oak (*Quercus lobata*). Giant reed (*Arundo donax*), an invasive species, was observed on a small section of the stream embankment on the north side of SR 16 by PM 21.80.

Environmental Consequences

The proposed project would impact riparian habitat where culvert work would occur at PM 21.67 and 21.80. In total an estimated 0.01 acres (0.00992 acres) of riparian habitat would be permanently impacted. The habitat would be directly impacted by new fill in the form of rock slope protection, that would be placed at the outlets of the two culverts at PM 21.67 and PM 21.80. Vegetation removal and site prepping would have to occur for new fill to be placed there. A pre-filing meeting and field review would be scheduled with CDFW to discuss the impacts to riparian habitat and coordinate drafting an agreement. Caltrans would also coordinate with CDFW to include any additional measures to riparian habitat. Caltrans Standard Measures and BMPs, outlined in Chapter 1, Section 1.5, would be implemented to minimize impacts to riparian habitat.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed

2.5 Cultural Resources

Based on the information in the Archeological Survey Report dated August 21, 2026 (Caltrans 2026c), Extended Phase I Report dated September 22, 2025 (Caltrans 2025k), and Environmentally Sensitive Area Action Plan dated August 24, 2026 (Caltrans 2026l), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question below.
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question below.
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact. The proposed project would not disturb any human remains.

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

An Archaeological Survey Report, Extended Phase I (XPI) Report, and Environmentally Sensitive Area Action Plan were prepared for this project resulting in a finding of No Adverse Effect with Standard Conditions - ESA. The finding is awaiting a Cultural Studies Office approval pursuant to Section 106 PA Stipulation X.B.1.a. The California NAHC was contacted on February 5, 2025, to request a search of the sacred land files for the project area. The NAHC provided a list of individuals and organizations in the Native American community who may be able to share any information or concerns about the project and the proposed undertaking. A meeting was held on April 7, 2025, between Caltrans District Native American Coordinator, and representatives for the Yocha Dehe Wintun Nation to discuss areas of sensitivity for the tribe. Although no tribal cultural resources were identified through record search, the Yocha Dehe Wintun Nation indicated the area to be sensitive to the tribe and requested to review plans and monitor future cultural work and project construction. In addition, they also wanted information on future lane closures. An archaeological survey was conducted on April 29, 2025, by Caltrans

archaeologists, who meet the Secretary of Interior's professional qualification standards. Survey areas that were conducted encompass the Area of Potential Effect (APE), which includes existing right-of-way and both temporary and permanent easements. Previous record searches and surveys identified two resources that extend into the current APE and adjacent to it. Present studies and surveys conducted identified the presence of one (1) cultural resource within the APE, PLI-4148-17. An XPI study was conducted in August 2025 to determine the presence of sensitive cultural resources.

Environmental Consequences

XPI testing identified the presence of sensitive cultural resources within vicinity of the APE. To ensure tribal cultural resources are not disturbed during construction, environmentally sensitive area fencing will be installed. In addition, a tribal monitor from the Yocha Dehe Wintun Nation will be present during construction and consultation would continue for the life of the project.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed

2.6 Energy

Based on the information in the Air Quality, Noise, and Energy Analysis dated October 22, 2025(Caltrans 2025a), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact. The contractor would be required to follow all regulations regarding energy efficiency during construction. The proposed project would require minimal energy resources during operation and would not result in wasteful energy use.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact. The proposed project would not conflict with state plans for renewable energy or energy efficiency as the contractor would be required to follow state regulations for renewable energy and energy efficiency.

2.7 Geology and Soils

Based on the information in the Percolation Testing Report dated June 24, 2026(Caltrans 2026j), Paleontological Investigative Memorandum dated July 16, 2026 (Caltrans 2026g), project location, and scope information, the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact The project location is not near any earthquake fault zones based on the most recent Alquist-Priolo Earthquake Fault Zoning Map, by the Department of Conservation.
ii) Strong seismic ground shaking?	No Impact. The project is not near any seismic activity and/or fault zones. Construction is not proposing any ground shaking, such as pile driving, so there is no impact.
iii) Seismic-related ground failure, including liquefaction?	No Impact. The project is not near any seismic activity and/or fault zones, so there is no seismic risk. In addition, liquefaction needs three simultaneous conditions to occur, Saturated, Loose Sands, and Shaking. No significant layers of loose saturated sand were identified at the site, therefore liquefaction is negligible.
iv) Landslides?	No Impact. The project location is relatively flat and lies within the floor of the Capay Valley. Landslides are unlikely at this project location and/or because of the scope of work.

Question – Would the project:	CEQA Determinations for Geology and Soils
b) Result in substantial soil erosion or the loss of topsoil?	No Impact. The proposed project would not result in changes to slopes as the project area is relatively flat. Soil stabilization measures would be included where necessary to help prevent erosion or topsoil loss. Improvements to drainages would help prevent erosion. For these reasons, there would be no impact to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact. The proposed project is not within a geologic unit or soils which are unstable and is not at risk of associated risks.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact. Based on the Percolation Report, the soils discovered are not expansive soils and would not create any impacts to life or property; therefore, there is no impact.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	No Impact. The proposed project would not install septic tanks or alternative wastewater disposal systems; therefore, there would be no impact.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact. The proposed project would not directly or indirectly destroy a unique paleontological resource, site, or unique geological feature as none are present within the project limits.

2.8 Greenhouse Gas Emissions

Based on the information in the Climate Change Analysis dated August 4, 2026 (Caltrans 2026b), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question below.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question below.

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

The purpose of the proposed project is to improve safety for the traveling public and reduce the severity and number of collisions within the project limits. This segment of State Route 16 in Yolo County from PM 21.2 to PM 21.9 has no shoulders, and installation of 4-foot shoulders could prevent fatal and serious injury collisions. The shoulders will provide sufficient space to accommodate pedestrians, bicyclists, disabled vehicles, emergency and enforcement activities.

Construction greenhouse gas (GHG) emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction would begin in 2028 and last approximately 160 working days. The average CO₂, methane (CH₄), nitrous oxide (N₂O), black carbon (BC), and hydrofluorocarbon-134a (HFC-134a) emissions from construction activities were estimated (table 1). The total CO₂ equivalent produced during construction is estimated to be 67 metric tons.

Table 1. Estimates of GHG Emissions During Construction

Construction Year	CO ₂	CH ₄	N ₂ O	BC	HGC-134a	CO ₂ e*
2028	69 metric tons	3.282 pounds	7.474 pounds	6.972 pounds	3.427 pounds	67 metric tons

Environmental Consequences

Would the project:

- a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project would not be increasing capacity of the roadway and once completed, GHG emissions would remain unchanged from existing SR 16. The proposed project would not result in changes to the traffic volume, fleet mix, speed, location of existing facility or any other factor would cause an increase in operational emissions relative to the existing conditions. The scope of work does not include activities which would result in the potential increase in GHG. With implementation of Caltrans Standard Measures and BMPs outlined in Chapter 1, Section 1.5, the project impacts would be less than significant.

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

While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increase in operational GHG emissions. Since the project would not increase operational GHG emissions, it would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of Caltrans Standard Measures and BMPs outlined in Chapter 1, Section 1.5, project impacts would be less than significant.

Mitigation Measures

Based on the determination made in the CEQA Environmental Checklist, no mitigation measures are proposed.

2.9 Hazards and Hazardous Materials

Based on the information in the Initial Site Assessment (ISA) dated April 4, 2026 (Caltrans 2026e), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question a, below.
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?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question b, below.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact. There are no schools within one quarter mile of the proposed project.
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact. The proposed project is not located on a site which is included on a list of hazardous materials.
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. There is no airport within two miles of the proposed project.
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact. During construction, the Transportation Management Plan would detail what needs to occur if an emergency occurs. The built project provides new shoulders to the roadway and the construction of the project would not interfere with an emergency response plan or evacuation plan.

Question – Would the project:	CEQA Determinations for Hazards and Hazardous Materials
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact. The proposed project would not change the existing risk of wildland fires in the project area as the project would not cause a substantial change from the existing condition. For these reasons, there would be no change to the risk of exposure to wildland fires for people or structures.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

An ISA was conducted on April 20, 2026 (Caltrans 2025c). The ISA included a review for potentially hazardous waste within the project limits, project plans, Naturally Occurring Asbestos maps, and the GeoTracker database which contains information on hazardous waste sites. As determined during the review of potentially hazardous materials in the project site, SSPs would be required for aerial deposited lead (ADL). ADL from the historical use of leaded gasoline exists along roadways throughout California.

Environmental Consequences

Any hazardous material encountered during construction would be handled and disposed of safely with the implementation of Caltrans SSPs. Therefore, the project would not have less than significant impact to the public or environment through the handling of hazardous materials.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question B

Affected Environment

Based on the ISA, potentially hazardous materials from treated wood waste and thermoplastic striping were identified. SSPs would be required during construction to minimize any hazardous waste concerns.

Environmental Consequences

The probability of the project creating a significant hazard to the public or environment through transport, use, or disposal of hazardous materials would be less than significant because SSPs would be implemented to address potential contamination from ADL, treated wood waste, and thermoplastic striping. These SSPs would be placed in the Plans, Specifications and Estimates (PS&E) package to ensure contamination would not create a significant hazard to the public, construction crew, or the environment therefore, it is anticipated the impact would be less than significant.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

2.10 Hydrology and Water Quality

Based on the information in the Water Quality Assessment dated December 22, 2025 (Caltrans 2025i) and the Floodplain Hydraulic Study dated June 30, 2025 (Caltrans 2025d), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	No Impact. The proposed project would not violate any water quality discharge requirements or degrade surface or groundwater quality.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact. The proposed project would not impact groundwater as there would not be a significant increase in impervious surfaces, which could interfere with groundwater recharge.
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 onsite or offsite;	No Impact. The proposed project does not reside in a segment identified as being prone to erosion per the Water Quality Analysis. Additionally, the project work, such as culvert rehabilitation and shoulder widening, would not substantially alter the roadway in a way that would result in substantial erosion.
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question c(ii), below.
(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	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question c(iii), below.
(iv) impede or redirect flood flows?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question c(iv), below.

Question – Would the project:	CEQA Determinations for Hydrology and Water Quality
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact. The proposed project is not within a flood hazard, tsunami zone, or in an area where inundation could risk a release of pollutants.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact. The proposed project would be consistent with Caltrans' 2022 MS4 NPDES permit. The proposed project would not conflict with any water quality control plan or sustainable groundwater management plan.

Discussion of CEQA Environmental Checklist Question C (ii) and (iii)

Affected Environment

The proposed project is within the Central Valley Regional Water Quality Control Board Jurisdiction and lies within an Undefined Hydrologic Sub-Area 511.30 in Lower Cache Creek Hydrologic Area in Valley Putah-Cache Hydrologic Unit and Undefined Hydrologic Sub-Area in Lower Putah Creek Hydrologic Area. The average rainfall is about 29.5 inches, and the receiving water bodies are Cache Creek and Colusa Basin Drain. The project area is characterized by level agricultural land, within minimal topographic variation.

Environmental Consequences

The proposed project would increase the amount of impervious area by 0.85 acres. Based on this increase, it is anticipated that the project will have some effect on downstream flow. Potential changes in runoff volume and flow characteristics will be evaluated during PS&E phase through preparation of the Project Drainage Report. If necessary, appropriate drainage improvements will be incorporated into the project design to maintain acceptable drainage performance in accordance with the Highway Design Manual. Drainages, within the project limits, will be designed to accommodate the anticipated change in flow. In compliance with Caltrans' 2022 MS4 Permit, treatment BMPs will be incorporated into the project design, where applicable and feasible, to treat the new impervious area anticipated for the project. The implementation of BMPs meant to treat general pollutants will be evaluated and an analysis of site characteristics to optimize water quality volume/water quality flow and

maximize site perviousness will be performed. The Project Drainage Report will evaluate options to reduce runoff to pre-conditions. The project will preserve the existing vegetation on the slope and other related surroundings to the maximum extent practical.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question C (iv)

Affected Environment

Flood Insurance Rate Maps (FIRMs) panels 06113C0380G issued by Federal Emergency Management Agency (FEMA) dated June 18, 2010, was reviewed to determine the extent of the floodplain within project limits. The FIRM panel shows that the PM locations fall within the 100-year floodplain.

Environmental Consequences

Although the proposed change in roadway elevation at this specific location is anticipated to displace approximately 1,127 cubic feet of water within the 100-year floodplain, the impact would be less than significant. Based on engineering judgment and the calculated displaced volume, the potential impact on the floodplain is considered moderate, resulting in a less than significant impact. However, additional elevation changes may increase the risk and could trigger a FEMA flood-plain re-evaluation.

In addition, the project is outside the jurisdictional limits of both the Central Valley Flood Protection Board and the United States Army Corps of Engineers . Therefore, no permits are required.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

2.11 Land Use and Planning

These determinations are based on project scope, location, and local sources

Question – Would the project:	CEQA Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact. The project scope of shoulder widening would not 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?	No Impact. The proposed project would not conflict with any land use plan, policy, or regulation because the proposed project does not require a zoning change nor does it conflict with the existing zoning plans.

2.12 Mineral Resources

This analysis is based off the project scope and location.

Question – Would the project:	CEQA Determinations for Mineral Resources
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?	No Impact. The proposed project would not result in the loss of availability of a known valuable mineral resource. No mineral resources were identified within the project area or would be affected by the proposed project.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact. The proposed project would not change the availability of a locally important mineral resource or impact land which could be used for mineral recovery. No mineral resources were identified within the project area or would be affected by the proposed project.

2.13 Noise

Based on the information in the Air Quality and Noise Analysis dated October 22, 2025 (Caltrans 2025a), the following significance determinations have been made:

Question – Would the project result in:	CEQA Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact. The proposed project does not construct a new highway in a new location or substantially change the vertical or horizontal alignments and does not include any other activities discussed in the definition of a Type I project. Traffic volumes, composition and speeds would remain the same in the build and no-build condition; therefore, traffic noise impacts are not anticipated. While temporary increases in noise would occur during construction, the contractor would be required to follow all state and local noise standards; therefore, the project would not result in a substantial noise increase.
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact. The project is not expected to generate excessive groundborne vibration or groundborne noise. Vibration levels could be perceptible and cause disturbances to vibration sensitive areas near the project area during operation of heavy equipment, such as vibratory rollers. However, these effects would be short-term and intermittent and would cease once construction is completed.
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. There are no airports with two miles of the proposed project; therefore there would be no impacts.

2.14 Population and Housing

These determinations are based on project scope and location.

Question – Would the project:	CEQA Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact. The proposed project would add shoulders to an existing rural two-lane highway, therefore would not induce a substantial unplanned population.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact. The proposed project would add shoulders to an existing two-lane rural highway with no acquisition anticipated, therefore there would be no impact.

2.15 Public Services

These determinations are based on the project scope and location.

Question – Would the project:	CEQA Determinations for Public Services
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: a) Fire protection?	No Impact. The proposed project would add shoulders to a short stretch of rural highway and would not impact any government facilities, increase the response times or change existing service ratios.
b) Police protection?	No Impact. The proposed project would add shoulders to a short stretch of rural highway and would not impede police protection response times.
c) Schools?	No Impact. The proposed project would add shoulders to a short stretch of rural highway and would not interfere with school transportations routes and times.
d) Parks?	No Impact. The proposed project would add shoulders to a short stretch of rural highway and would not interfere with access to parks.
e) Other public facilities?	No Impact. The proposed project would add shoulders to a short stretch of rural highway and would not interfere with access to public facilities.

2.16 Recreation

This information is based on project scope and location.

Question	CEQA Determinations for 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?	No Impact. The project proposes 4-foot shoulders, pavement rehab and drainage improvements; these minor improvements would have no impact on the increased use of existing neighborhoods, regional parks, and existing recreational facilities as none are present.
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 involve any recreational facilities as none are present, therefore there would be no impact to the environment regarding recreational facilities.

2.17 Transportation

Transportation analysis is based on the project location and scope.

Question – Would the project:	CEQA Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact. The proposed project is consistent with programs, plans, policies, and ordinances, including Yolo County General Plan Circulation Element; therefore, there would be no impact.
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact. The proposed project would not have any impact on vehicle miles traveled (VMT) and other transportation impacts related to subdivisions, as this project only proposes to add shoulders, rehab the pavement, and provide drainage upgrades.
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact. The proposed project would not affect the maneuverability of local transportation uses, such as farm equipment, etc. as the proposed project would conform with Caltrans design standards and would not create a hazardous design feature.
d) Result in inadequate emergency access?	No Impact. The project would not impede emergency access during construction and would improve the roadway permanently by adding shoulders.

2.18 Tribal Cultural Resources

Based on the information in the Archeological Survey Report dated August 21, 2026 (Caltrans 2026c), XPI Report dated September 21, 2025 (Caltrans 2025k), and Environmentally Sensitive Area Action Plan dated August 2026 (Caltrans 2026l), the following significance determinations have been made:

Question – Would the project:	CEQA Determinations for Tribal Cultural Resources
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: 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	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question a below.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact See discussion of CEQA Environmental Checklist Question b below.

Discussion of CEQA Environmental Checklist Questions A and B

Affected Environment

On February 5, 2025, the NAHC was requested to review the SLF for any Native American sacred site within or adjacent to the project area. The NAHC provided Caltrans with a list of individuals and organizations in the Native American community who may be able to share any information or concerns about the project

area and proposed undertaking. Initial correspondence was sent on February 10, 2025, with follow-up emails on March 10, 2025, to the following tribal entities:

- Anthony Roberts, Chairperson, Yocha Dehe Wintun Nation
- Wayne Mitchum Jr., Chairperson, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Charlie Wright, Chairperson, Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
- Rondal Kirk, Chairperson, Grindstone Rancheria of Wintun-Wailaki

On March 18, 2025, the Yocha Dehe Wintun Nation responded and requested to open consultation with Caltrans. A consultation meeting was held on April 7, 2025, between Katherine Jorgensen-Abernathy, Caltrans District Native American Coordinator, and Mr. Eric Hernandez and Ms. Socorro Reyes-Guitierrez, Site Protection Managers for the Yocha Dehe Wintun Nation to discuss areas of sensitivity. The Yocha Dehe Wintun Nation requested a monitor for future cultural work, review of testing plans, and project construction. On April 29, 2025, pedestrian surveys were conducted with Mr. Kiishimanse Moore, Tribal Monitor for the Yocha Dehe Wintun Nation.

Environmental Consequences

XPI testing identified the presence of sensitive cultural resources within vicinity of the APE. To ensure tribal cultural resources are not disturbed during construction, environmentally sensitive area fencing will be installed. In addition, a tribal monitor from the Yocha Dehe Wintun Nation will be present during construction and consultation would continue for the life of the project.

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

2.19 Utilities and Service Systems

These are based on the project scope and location.

Question – Would the project:	CEQA Determinations for Utilities and Service Systems
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?	Less Than Significant Impact. There is one electrical utility pole which will be protected in place, during construction. No utility relocations are anticipated.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact. The proposed project would not need water supplies to serve the project as the constructed project would not require water.
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?	No Impact. No wastewater treatment is required for the project or as a result of the proposed project.
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact. Any solid waste generated during construction would not be in excess of State or local standards or capacity. No solid waste would be generated after construction, therefore there would be no impact.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact. The proposed project would not generate solid waste after its construction.

2.20 Wildfire

If located in or near State Responsibility Areas or lands classified as very high FHSZ

Question – Would the project:	CEQA Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact. The proposed project would not impair the route in its function of emergency evacuations.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact. The proposed project is improving the facility by adding shoulders, this would not change factors which contribute to wildfire risk.
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?	No Impact. There are no utility relocations in this project or other project elements which would exacerbate the fire risk.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact. The proposed project would add shoulders and have minor drainage improvements, therefore would not change the wildfire risk or post-fire hazards.

2.21 Mandatory Findings of Significance

Question:	CEQA Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact. See discussion of CEQA Environmental Checklist Question a below.
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	No Impact. The Cache Creek Rehabilitation Project is another project along this segment of State Route (SR) 16 in Yolo County currently in Project Approval & Environmental Document phase. This project is just north of unincorporated community of Cadenasso, while this project is south of Cadenasso. It is not anticipated that any potential impacts identified in this Initial Study, in consideration of the existing project condition and resulting from past projects and any foreseeable future projects, would become cumulatively considerable.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact. The proposed project would be adding 4-foot shoulders to this section of SR 16 and would not cause substantial adverse effects on human beings.

Discussion of CEQA Environmental Checklist Question A

Affected Environment

The proposed project has the potential to cause indirect impacts to federally listed species of VELB by damaging elderberry shrubs during construction. Adult VELB lay

their eggs on elderberry shrubs, where they hatch and emerge as adults. Five locations within the project limits were identified with elderberry shrubs. All of the locations where the shrubs were identified were in riparian areas except for one shrub which was found in a non-riparian area.

Environmental Consequences

As discussed in Biological Resources Section 2.4 above, there is suitable habitat for VELB within both riparian and non-riparian areas. Four of the five elderberry shrub locations identified within the BSA would not be physically impacted by construction activities. One shrub identified within the non-riparian location is in vicinity where construction of the drainage ditch would occur. It was determined that the elderberry shrub in the non-riparian area is considered low quality habitat for VELB due to annual mowing and pesticide spraying. Per FESA, Caltrans has determined that the project may effect, but is not likely to adversely affect VELB.

Mitigation Measures

Based on the determination made in the CEQA Checklist, no mitigation measures are proposed.

Chapter 3 List of Preparers

The following Caltrans staff contributed to the preparation of this ISND:

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Mathew Smelski	Paleontologist
Jennifer White	Landscape Architect

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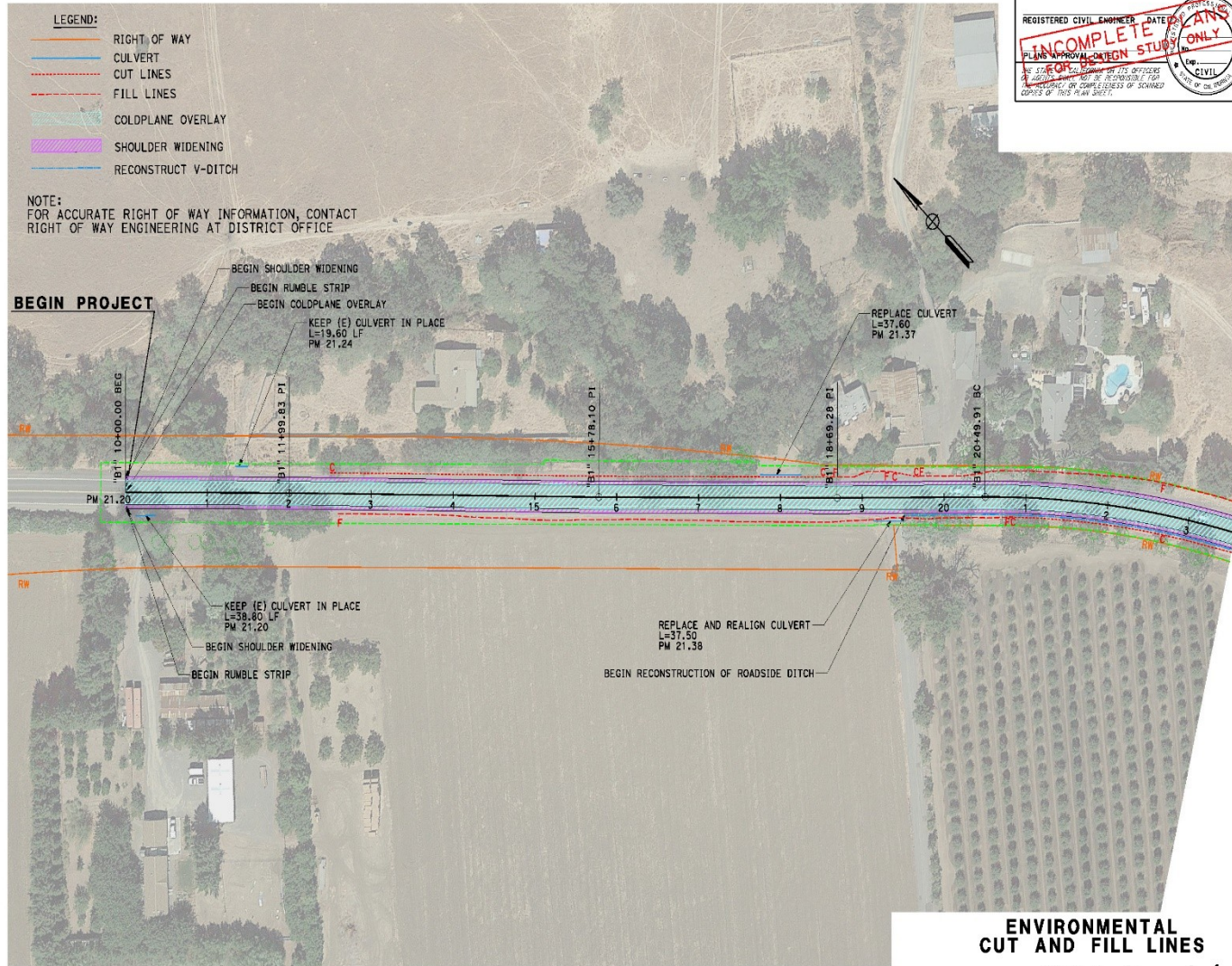
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Appendix A Project Layouts

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVIEWED BY
Caltrans	BERNARD TEFAGABR		JASMIN BHULLAR
		CHECKED BY	DATE REVISED



Dist	County	Location Code	Post Miles	Sheet Total
03	Vol	16	PM21.2/21.9	No. Sheets

REGISTERED CIVIL ENGINEER DATED 03/15/2015
INCOMPLETE
 FOR DESIGN STUDY ONLY
 PROJECT NO. 03-4J880
 DATE OF THIS PLAN SHEET: 11/29/23

**ENVIRONMENTAL
CUT AND FILL LINES**
 SCALE: 1" = 50' **L-1**

