

Five-Way Intersection Improvements Project

NAPA, CALIFORNIA
DISTRICT 4 –NAP–121 (PM 7.2/7.5)
0J890/0414000097

Draft Environmental Impact Report/ Environmental Assessment and Draft Section 4(f) Evaluation



**Prepared by the
State of California, Department of Transportation
and the City of Napa**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.



August 2025

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Napa, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). The City of Napa is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at Caltrans District 4, 111 Grand Avenue, Oakland, CA 94612 or the City of Napa Community Services Building at 1600 First Street, Napa, CA 94559 on weekdays from 8:00am to 5:00pm. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to: Shawn Hallum, Environmental Planner, Caltrans District 4 Office of Environmental Analysis, P.O. Box 23660, MS-8B, Oakland, CA 94623-0660
- Send comments via email to: shawn.hallum@dot.ca.gov
- Be sure to send comments by the deadline: October 14, 2025.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans and/or the City of Napa could design and construct all or part of the project.

Alternative Formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Shawn Hallum; 510-406-9808 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

Improve the State Route 121 intersection with Third Street, Coombsville Road, and East Avenue, within the City of Napa (Postmile 7.2 to Postmile 7.5).

**Draft Environmental Impact Report/Environmental Assessment and
Draft Section 4(f) Evaluation**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C) and 49 USC 303

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Napa

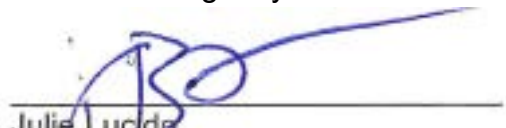
Responsible Agencies: Napa Valley Transportation Authority, California Transportation
Commission

David Ambuehl
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8/25/2025

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Summary

S-1 NEPA ASSIGNMENT

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on May 27, 2022, for a term of ten years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

S-2 PROJECT OVERVIEW

S-2.1 Lead Agencies and NEPA/CEQA Documentation

The project is subject to federal and state environmental review requirements because the City of Napa proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires an approval from FHWA. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Napa is the project proponent and the lead agency under CEQA. As previously discussed under S-1, Caltrans has assumed NEPA review responsibilities from FHWA and is the lead agency under NEPA for the Project.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, often a “lower level” document is prepared for NEPA. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA will be prepared. The City of Napa and Caltrans may prepare additional environmental and/or engineering studies to address comments. The Final EIR/EA will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the project, a Notice of Determination will be published for compliance with CEQA, and Caltrans will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be

sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order (EO) 12372.

S-2.2 Project Area

The proposed Five-Way Intersection Improvements Project (Project) is located in the City of Napa on State Route (SR) 121 at the existing intersection with Third Street, Coombsville Road, and East Avenue.

S-2.3 Purpose and Need

Purpose

The purpose of the Project is to improve the operations of the intersection that will result in reduced driver delay, reduced congestion, and, therefore, an overall improvement to intersection operations. Additionally, the purpose of the Project is to improve the safety and accessibility for all users of the intersection. The secondary objectives of this Project are to improve bicycle and pedestrian facilities at the intersection as well as meet Americans with Disabilities Act (ADA) requirements.

Need

The Project intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce collisions through the SR 121 corridor, which is ranked among the highest injury corridors within the City of Napa per the City's Local Roadway Safety Plan (adopted September 6, 2022). Data was obtained and analyzed from both the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and the City of Napa Police Department for the latest 5-year period in the project area along SR 121. There were ten reported collisions within the project area, which resulted in a higher than statewide average rate for similar facilities.

Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS, operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

The existing intersection has limited and substandard pedestrian facilities, including long, skewed crosswalks and narrow sidewalks, that increase pedestrian exposure to vehicle conflicts throughout the five-legged intersection. Existing pedestrian facilities do not meet current ADA standards. There are discontinuous sidewalks on the northwest and southwest sides of SR 121 that extend for approximately 50 feet and 200 feet, but no other sidewalks exist at the intersection. The existing intersection also does not provide bicycle facilities, resulting in a disconnect in the existing bicycle facilities along Third Street, Coombsville Road, and East Avenue.

S-2.4 Proposed Action

This Draft EIR/EA evaluates the "Build Alternative" and the "No Build Alternative".

Build Alternative

The Build Alternative would make improvements to the SR 121/Third Street/Coombsville Road/East Avenue Intersection in the City of Napa (Napa County, California). The Build Alternative would replace the existing intersection with two, single-lane roundabouts designed to accommodate the Design Year traffic forecast volumes which have been projected to 2046. The northern roundabout has four legs and includes SR 121, Third Street, and East Avenue. The southern roundabout has three legs and includes SR 121 and Coombsville Road. The Build Alternative meets the purpose and need of the Project by improving operations and safety for all modes of travel while addressing future mobility needs.

No Build Alternative

The No Build Alternative leaves the existing lane geometrics and intersection controls in place, without a roundabout. Under existing conditions, the intersection of SR 121/Third Street/Coombsville Road/East Avenue remains signalized. This alternative does not meet the purpose and need for the Project to improve intersection operations.

S-3 PROJECT IMPACTS

Summary Table 1 provides a brief summary of the environmental impacts of the Build and No Build Alternatives, as well as avoidance, minimization, and/or mitigation measures. The analyses contained in this Draft EIR/EA determined that neither the Build Alternative nor the No Build Alternative would result in impacts to the following resources:

- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreational Facilities
- Farmlands
- Timberlands
- Community Character and Cohesion
- Wetlands and Other Waters
- Plant Species
- Invasive Species

Therefore, these impact categories were not included in Summary Table 1. Detailed discussions of the existing setting, impacts, and avoidance, minimization, and/or mitigation measures are provided in Chapter 2 of this Draft EIR/EA.

Summary Table 1: Summary of Major Potential Impacts from Alternatives

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Existing and Future Land Use	Would acquire one full residential property and incorporate into the proposed	No effect.	None required.

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
	roundabout facilities.		
Consistency with State, Regional, and Local Plans and Programs	Consistent	Inconsistent	None required
Growth	Would facilitate planned growth; would not result in unplanned growth	Potential limit to planned growth as congestion worsens	None required
Relocations and Real Property Acquisition	Would acquire one full residential property and result in minor impacts to other residential and commercial properties.	No effect	MM-RRP-1.1: The Project would comply with all requirements of the Uniform Relocation Act to ensure residents displaced by the Project would be properly compensated and relocated, as necessary.
Utilities and Emergency Services	Would relocate and adjust existing utility lines, would not result in increased demand. Emergency access would be maintained throughout construction and benefitted by improved operational conditions.	No effect	None required
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Beneficial due to less vehicle delay and improved bicycle and pedestrian facilities.	Congestion and vehicle delay would worsen over time	None required
Visual/Aesthetics	Would result in removal of trees and historic residence and introduce new lighting and retaining walls	No effect	<p>AMM VIS-1.1: The Project shall survey exact locations of existing trees and include the tree locations in the plan set during the design phase. Where the pruning of trees is required to accommodate construction operations, pruning shall be done under the supervision of a certified arborist.</p> <p>AMM VIS-1.2: Where feasible, the roundabout island, medians, and parkway strips shall be landscaped with a combination of trees and ornamental planting. Decorative paving shall be incorporated for</p>

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>areas too narrow to plant or where planting is not easily maintained.</p> <p>AMM VIS-1.3: Retaining walls, barriers, paving, and roundabouts shall incorporate aesthetic treatments that use context-sensitive design, textures, and/or colors to help minimize glare and support visual unity at the Project site.</p> <p>AMM VIS-1.4: During construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered where possible. Construction activities shall limit all construction lighting to within the area of work and avoid light trespass in residential areas through directional lighting, shielding, and other measures as needed.</p> <p>AMM VIS-1.5: Light added as permanent features shall be shielded to the extent feasible and light trespass shall be minimized.</p>
Cultural Resources	Would demolish a contributing resource to a historic district; it is anticipated that the destruction would result in an adverse effect to the district's historical integrity.	No effect	MM CULT-1.1: In consultation with Section 106 stakeholders and the State Historic Preservation Officer (SHPO), Caltrans and the City of Napa will implement mitigation measures specific to the effects to the East Napa Historic District, including, but not limited to, recordation consistent with the Historic American Building Survey (HABS) standards and maintained in local repositories. These mitigation measures will be captured in a Memorandum of Agreement between Caltrans, and the SHPO.
Hydrology and Floodplain	Minor floodplain encroachment	No effect	None required
Water Quality and Storm Water Runoff	Short-term degradation of water quality may occur from construction activities, Project	No effect	AMM WQ-1.1: Prior to any soil disturbance work, file a Notice of Intent with State Water Resources Control Board (SWRCB). To maintain proper permit coverage under the Construction Stormwater

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
	would result in 0.30 acres of net new impervious surfaces		<p>General Permit (CGP), in addition to filing a Notice of Intent, all dischargers must electronically file permit registration documents, Notice of Termination, changes of information, sampling and monitoring information, annual reporting, and other required compliance documents through the SWRCB's Stormwater Multiple Application and Report Tracking System (SMARTS).</p> <p>AMM WQ-1.2: Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). Prior to the start of construction, the SWPPP would be submitted by the Contractor to Caltrans for approval. The SWPPP shall detail the measures to address the temporary water quality impacts resulting from construction activities associated with this Project. The SWPPP shall also include the development of a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring, sampling, and analysis plans during construction of the Project.</p>
Geology, Soils, Seismicity and Topography	The Project site is not located within an active fault zone but would be subject to strong ground shaking in the event of an earthquake. The majority of the Project site has low potential for landslides and there does not appear to be potential for liquefaction.	The Project site is not located within an active fault zone but would be subject to strong ground shaking in the event of an earthquake. The majority of the Project site has low potential for landslides and there does not appear to be potential for liquefaction.	AMM GEO-1.1: At minimum, one additional boring shall be drilled at the location of the proposed retaining wall along the west side of East Avenue at the SR 121 level to verify the subsoil/groundwater conditions and bedrock depths. An additional boring shall be drilled at the location of the proposed retaining wall along the northeast side of Coombsville Road on the western end of the proposed wall. Additional laboratory tests shall also include moisture content, unit weight, plasticity indexes and liquid limits, particle size analyses, consolidation, strength tests, and corrosivity testing.
Paleontology	The Project is unlikely to disturb paleontological resources.	No effect	None required.

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Hazardous Waste and Materials	Construction workers could be exposed to lead-based paint, aerially deposited lead, petroleum-hydrocarbons, asbestos-containing materials, and treated wood waste.	No effect	<p>AMM HM-1.1: Testing for the presence of lead-based paint and asbestos-containing materials, on the existing structure at 801 Silverado Trail and roadway paint to be removed shall occur. If these substances are found to be present, applicable regulations pertaining to their removal and disposal shall be followed.</p> <p>AMM HM-1.2: Testing of the soils within the project area for worker safety and soil management purposes shall occur. Soils and groundwater, if encountered, shall be tested for the following:</p> <ul style="list-style-type: none"> • Total petroleum hydrocarbons (TPH) as gasoline, as diesel, and as motor oil; • Pesticides and herbicides; • CAM 17 metals
Air Quality	Emissions will temporarily increase during Project construction. When compared with the No-Build Alternative, operational emissions will be the same because the Project will not change regional travel patterns or increase capacity.	When compared with the Build Alternative, long-term emissions will be the same because the Project will not change regional travel patterns.	<p>AMM AIR-1.1: Caltrans or the general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors to the relevant air district for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirements:</p> <ul style="list-style-type: none"> • Equipment shall be zero emissions or have engines that meet or exceed either EPA or CARB Tier 4 off-road emission standards, or it shall have engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<ul style="list-style-type: none"> Idling time of diesel-powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points. <p>AMM AIR-1.2: Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.</p>
Noise and Vibration	<p>Ambient noise levels would increase temporarily during Project construction. Project construction would result in temporary vibration impacts. When compared with No-Build conditions, increases in noise levels would range from zero to three dBA during Project operation.</p>	Noise levels would increase by up to two dBA over existing conditions.	<p>AMM NOI-1.1: All construction equipment shall conform to Section 14-8.02, Noise Control, of the latest Standard Specifications.</p> <p>AMM NOI-1.2: When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays, with no construction occurring on weekends or holidays. If work is necessary outside of these hours, Caltrans shall require the contractor to implement a construction noise monitoring program and provide additional noise controls where practical and feasible.</p> <p>AMM NOI-1.3: Noise generating equipment shall be located as far as practical from sensitive receptors when sensitive receptors adjoin or are near the construction Project area.</p> <p>AMM NOI-1.4: "Quiet" air compressors and other "quiet" equipment shall be utilized where such technology exists.</p> <p>MM NOI-2.1: Avoid the use of vibratory rollers within 25 feet of structures. Static mode compaction shall be used when construction activities are less than 25 feet from structures.</p>

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>MM NOI-2.2: Avoid dropping heavy objects or equipment within 25 feet of structures.</p> <p>MM NOI-2.3: Avoid the use of hoe rams, large bulldozers, and caisson drilling equipment within 15 feet of structures. If vibratory rollers must be used within 25 feet and all other equipment must be used within 15 feet of structures, the following measures will be required:</p> <ul style="list-style-type: none"> Contractor must perform vibration monitoring, crack monitoring and photo/video documentation of the effected facilities during construction. The requirements to perform vibration monitoring, crack monitoring and photo/video documentation will be included in the Project's construction specifications as part of the construction contract documents.
Energy	Construction equipment will increase energy consumption in the short-term. Compared to the No-Build Alternative, energy consumption will be slightly lower due to improved bicycle and pedestrian improvements.	No effect	None required
Natural Communities	Project construction could result in indirect impacts to riparian habitat adjacent to the proposed staging area.	No effect	AMM BIO-1.1: A spill prevention plan shall be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, fuel) from entering the Napa River or contaminating adjacent riparian areas. In addition to a spill prevention plan, a cleanup protocol shall be developed before construction begins and will be implemented in

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>case of a spill. The spill prevention plan and cleanup protocol shall be submitted to the Caltrans Engineer prior to construction.</p> <p>AMM BIO-1.2: Stockpiling of materials, including portable equipment, vehicles and supplies (e.g., chemicals), will be restricted to the designated construction staging areas.</p>
Animal Species	The Project would result in tree removal, which could impact migratory nesting birds and roosting bats.	No effect	<p>AMM BIO-2.1: The removal of any trees or structures containing suitable bat roosting habitat shall be scheduled to avoid the maternity roost season. To the extent feasible, activities should be restricted to the period between August 31 and April 15.</p> <p>AMM BIO-2.2: If seasonal avoidance is not possible, within 10 days prior to the start of work, a roosting bat survey shall be performed by a qualified biologist to determine if potential bat roosts or roosting habitat is present on the Project site or within a zone of influence (i.e., 50 feet) and if any avoidance measures are necessary to avoid impacts on bats. If roosting bats or signs of roosting bats are observed, a qualified biologist shall develop a roost deterrent and/or roost exclusion plan. The deterrent/exclusion plan shall include measures to avoid bats potentially using bat tree roost habitat within the Project limits.</p>
Threatened and Endangered Species	Project construction could result in indirect impacts to western pond turtle.	No effect	<p>AMM BIO-3.1: Before any ground-disturbing activities begin, a qualified biologist, defined as a person who possesses, at minimum, a bachelor's degree in biological sciences, zoology, botany, ecology, or another closely-related field, and who is familiar with western pond turtle, shall conduct a training session for all on-site project personnel. At a minimum, the training will include a description of western pond turtle terrestrial behavior, as well as</p>

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>nesting birds, roosting bats—specifically, the pallid bat, the importance of these species, legal protections, the measures that are being implemented to avoid and minimize impacts as they relate to the Project, and the boundaries within which work may occur.</p> <p>AMM BIO-3.2: The boundaries of the work area where natural vegetation occurs shall be clearly staked or otherwise delineated on the plans to prevent workers or equipment from inadvertently straying from the work area. All construction personnel, equipment, and vehicle movement shall be confined to designated construction and staging areas.</p> <p>AMM BIO-3.3: Plastic monofilament netting (erosion control matting) or similar material shall not be used because wildlife may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackifier hydroseeding compounds.</p> <p>AMM BIO-3.4: To prevent special-status species from entering the construction staging area, exclusion fencing (e.g., silt fence) shall be constructed in strategic locations in and around all work areas within 100 feet of all aquatic features. Exclusion fencing shall be installed prior to the start of Project-related activities and should be placed within 10 feet of the edge of work areas. Permittee shall maintain the barrier throughout all construction activities.</p> <p>A Qualified Biologist shall inspect the area prior to fence installation. The interior and exterior of the exclusion fencing shall be inspected by WEAP-trained crews at least once daily before 9:00 a.m. each day to ensure that no special-status species are trapped against the fencing, where they could desiccate or be predated upon.</p>

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>The Project proponent shall maintain and repair the barrier immediately to ensure that it is functional and without defects. The barrier shall remain in place until project activities in that area have been completed and construction equipment has been removed from the site.</p> <p>If wildlife is found along the fence, a Qualified Biologist shall be consulted. The Project proponent shall avoid damage to small mammal burrows to the maximum extent possible during installation of the exclusion fencing. The Project proponent shall also ensure that silt fencing and/or other erosion control methods used to prevent sediment or other debris from passing into aquatic habitat that is within 100 feet of Project construction activities does not create a barrier to special-status species movement.</p> <p>AMM BIO-3.5: Crews shall check for wildlife under all vehicles, equipment, materials, or otherwise suitable locations for wildlife, such as western pond turtle, to hide. Workers shall inspect under vehicles and equipment for wildlife before vehicles and equipment are moved or have been idle for five minutes. If wildlife is present, they shall be allowed to move out of the construction area under their own volition.</p>
Cumulative Impacts	No significant effect with implementation of AMMs described throughout the Draft EIR/EA.	No effect	See AMMs listed above
Wildfire	The Project is not located within or adjacent to a fire hazard severity zone.	The Project is not located within or adjacent to a fire hazard severity zone.	None required

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Senate Bill 743/Induced Demand Analysis	The Project screens out from a VMT analysis and therefore would have a less than significant VMT impact.	No effect	None required
Climate Change	GHG emissions would temporarily increase during Project construction. Project operation would reduce GHG emissions by reducing vehicle delay and improving bicycle and pedestrian facilities.	No effect	None required
Tribal Cultural Resources	Potential to disturb buried tribal cultural resources during construction	No effect	AMM TCR-1.1: Prior to the initiation of construction, an agency approved archaeologist and Native American representative will prepare and conduct an educational program to instruct construction workers of the obligation to protect and preserve valuable resources. This program shall be provided to all construction workers as a field training prior to the beginning of ground-disturbing activities, and shall at minimum, the training will include a discussion of archaeological and tribal resources that may be encountered (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants); the procedures when working in Tribal Monitoring Areas or near Environmentally Sensitive Areas, if applicable; a summary of state and federal laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources encountered; and measures to notify their supervisor, City of Napa Public

Potential Impact	Build Alternative	No-Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
			<p>Works Director, and District 4 Office of Cultural Resources Studies.</p> <p>AMM TCR-1.2: Construction related activities (including, but not limited to, demolition/ excavation, grading, and utility trenching) shall be monitored by a Native American tribal monitor to be retained by Caltrans. The tribal monitor shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find until its significance can be assessed by the tribal monitor.</p> <p>Monitoring within the Tribal Monitoring Area may move to a part-time or intermittent schedule by mutual agreement between the Tribes, the City of Napa and Caltrans District 4 Office of Cultural Resources Studies.</p> <p>A summary report of the monitoring results, including any protective measures implemented, shall be submitted to Caltrans upon completion of the construction monitoring.</p>

S-4 COORDINATION WITH PUBLIC AND OTHER AGENCIES

Construction of the Build Alternative would not require any encroachment permits from other agencies. Coverage under the National Pollution Discharge Elimination System (NPDES) Statewide Construction General Permit will be required to address stormwater pollution issues.

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Chapter 1 Proposed Project

1.1 INTRODUCTION

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). The City of Napa is the lead agency under the California Environmental Quality Act (CEQA).

The City of Napa proposes to convert the existing intersection of Silverado Trail (State Route 121), Third Street, Coombsville Road, and East Avenue to two, single-lane roundabouts (Project). The Project intersection is located in southeast Napa at post mile 7.35. Regional and vicinity maps are shown in Figure 1.1- 1 and Figure 1.1- 2, respectively. An aerial photograph of the Project site and the surrounding land use is shown in Figure 1.1- 3.

This Project is included in the 2025 Federal Statewide Transportation Improvement Program (FSTIP)¹ and the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP), Plan Bay Area 2050.²

1.2 PURPOSE AND NEED

1.2.1 Purpose

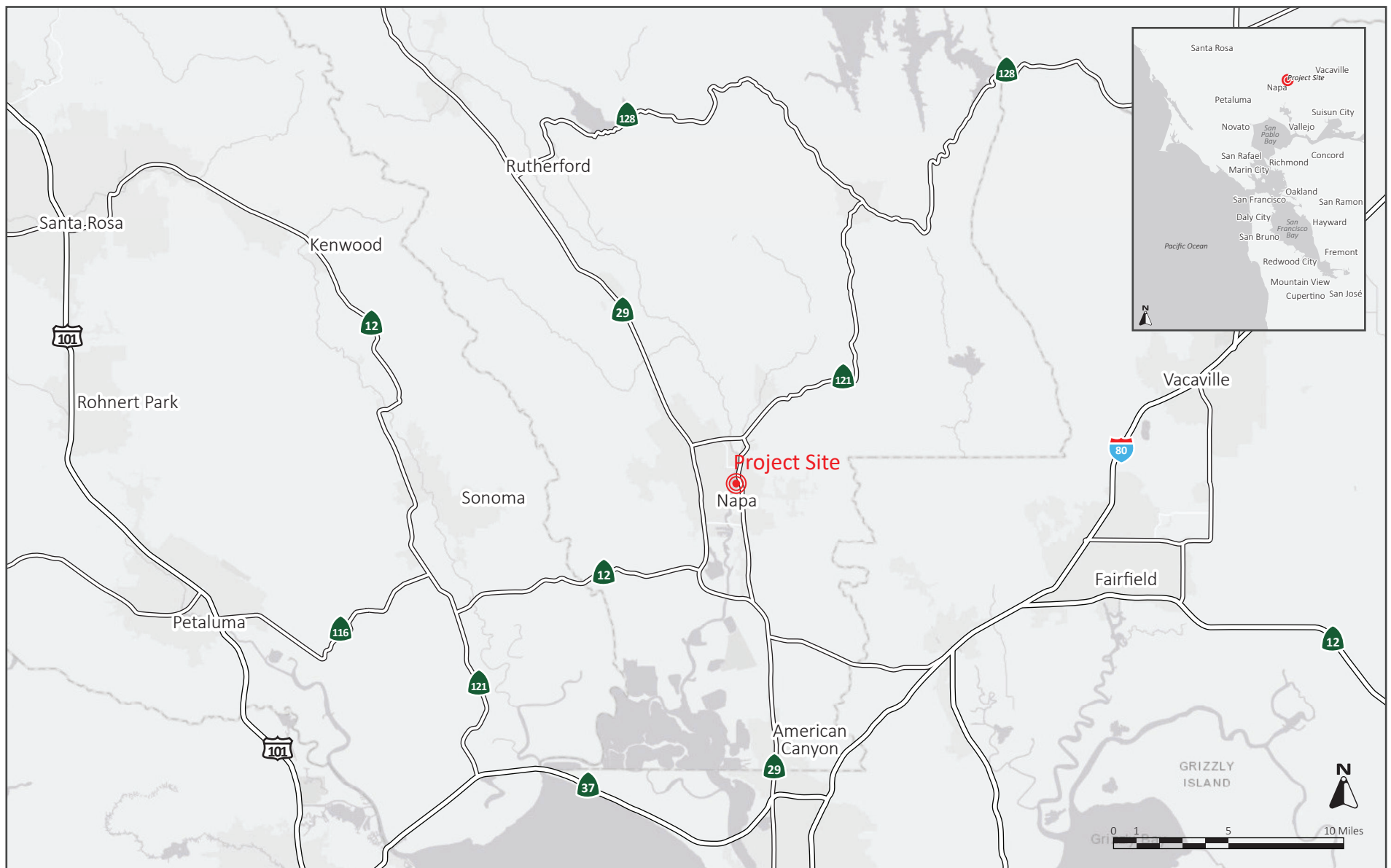
The purpose of the Project is to improve the operations of the intersection that will result in reduced driver delay, reduced congestion, and, therefore, an overall improvement to intersection operations. Additionally, the purpose of the Project is to improve the safety and accessibility for all users of the intersection. The secondary objectives of this Project are to improve bicycle and pedestrian facilities at the intersection as well as meet ADA requirements.

1.2.2 Need

The Project intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce collisions through the SR 121 corridor, which is ranked among the highest injury corridors within the City of Napa per the City's Local Roadway Safety Plan (adopted September 6, 2022). Data was obtained and analyzed from both the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and the City of Napa Police Department for the latest 5-year period in the project area along SR 121. There were ten reported collisions within the project area, which resulted in a higher than statewide average rate for similar facilities.

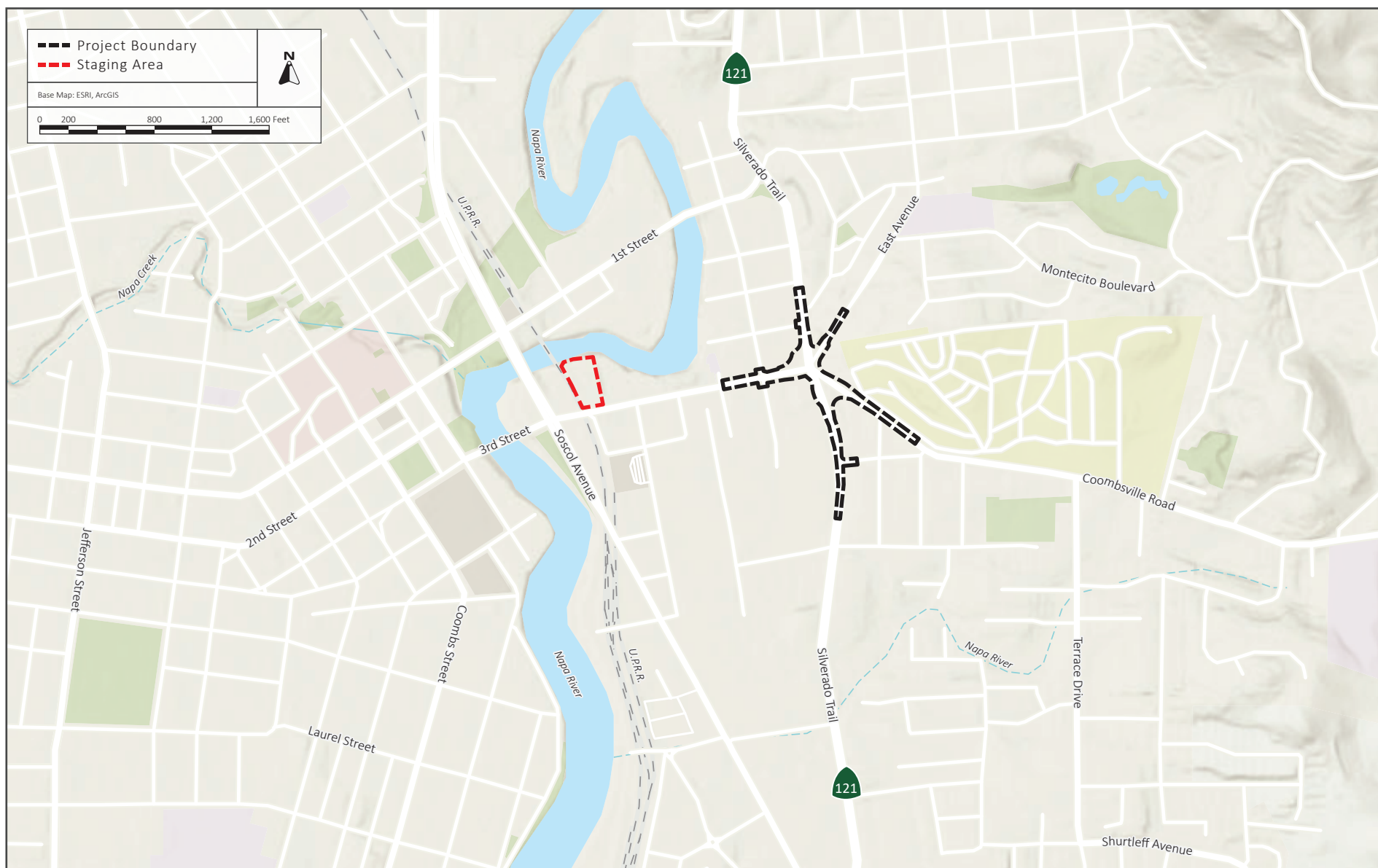
¹ TIP ID: NAP170009

² RTP ID: 21-T07-056



REGIONAL MAP

FIGURE 1.1-1



VICINITY MAP

FIGURE 1.1-2

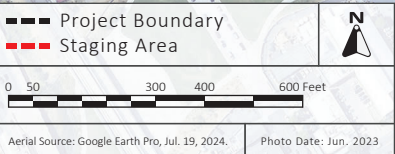


FIGURE 1.1-3

Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS,³ operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

The existing intersection has limited and substandard pedestrian facilities,⁴ including long, skewed crosswalks and narrow sidewalks, that increase pedestrian exposure to vehicle conflicts throughout the five-legged intersection. Existing pedestrian facilities do not meet current ADA standards. There are discontinuous sidewalks on the northwest and southwest sides of SR 121 that extend for approximately 50 feet and 200 feet, but no other sidewalks exist at the intersection. The existing intersection also does not provide bicycle facilities, resulting in a disconnect in the existing bicycle facilities along Third Street, Coombsville Road, and East Avenue.

1.3 PROJECT DESCRIPTION

This section describes the proposed action and the Project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the “Build Alternative” and the “No-Build Alternative.”

The Project is located in Napa County on State Route 121 at its intersection with Third Street, Coombsville Road, and East Avenue. The Project proposes to improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged. The Project intersection geometrics and pedestrian crossings are consistent with the National Cooperative Highway Research Program (NCHRP) Report 672 entitled “Roundabouts: An Information Guide, 2nd Edition” (Guide).

1.4 PROJECT ALTERNATIVES

1.4.1 Build Alternative

1.4.1.1 SR 121/Third Street/Coombsville Road/East Avenue Intersection

A double roundabout with four legs on the northerly roundabout and three legs on the southerly roundabout would accommodate the Design Year traffic volumes. Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue. Along Coombsville Road, a retaining wall minimizes grading impacts that would otherwise require removal of multiple mature trees. Along East Avenue, the retaining wall minimizes encroachment onto the parcel at the northeast corner of the intersection with SR 121 to maintain economic viability of the commercial parcel. Due to

³ The City’s LOS standard for the intersection is mid-LOS E which is exceeded under existing conditions.

⁴ Substandard pedestrian facilities include discontinuous sidewalks and lack of ADA compliance.

the steep entry grades coming into/out of East Avenue and Coombsville Road, the new roundabout intersections will largely be in fill in order to flatten the roadway grade on the entry/exits. Minor regrading on approaches where the project conforms to existing roadways will be required, but would be a maximum excavation of three to five feet. A conceptual plan is shown in Figure 1.4-1, cross-sections are shown in Figure 1.4-2 through Figure 1.4-4, and 3D renderings are shown in Figure 1.4-5 and Figure 1.4-6. The landscape and aesthetic treatments shown in the 3D renderings are conceptual and the final design will be determined during future design phases of the Project.

1.4.1.2 Pedestrian and Bicycle Safety

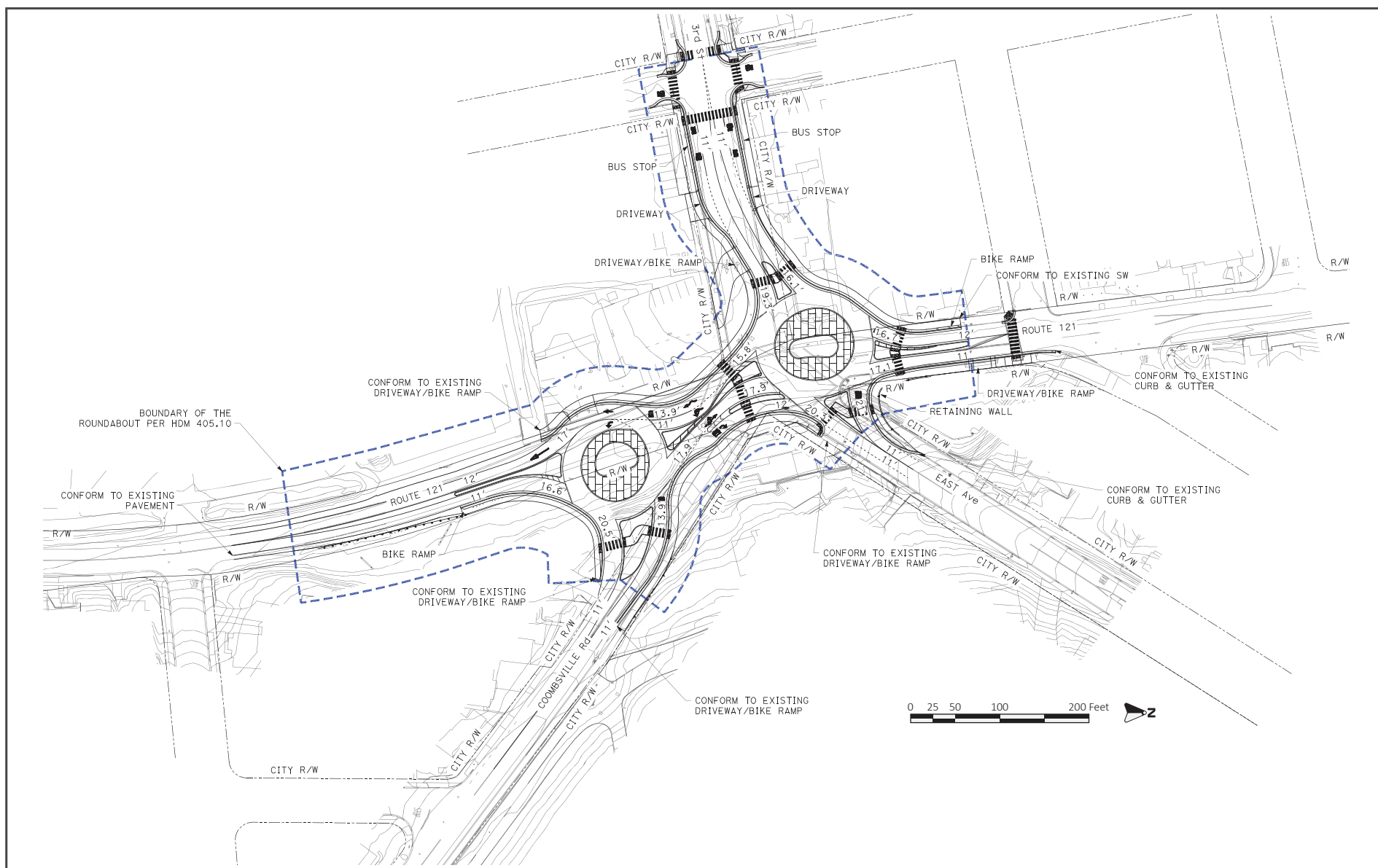
A 10-foot wide shared-use path will be provided throughout the new roundabout(s) buffered by at least 2 feet of landscaping from the roadway. The shared-use path conveys both pedestrian and bicycle traffic through the intersection. Ramps will provide access to and from the shared-use path for bicyclists. Each leg of the two roundabouts will conform to existing bikeways as appropriate. In the existing condition, there are no dedicated bicycle facilities on SR 121 north of the project (though bicyclists are permitted on the roadway). There are Class II Bicycle Lanes⁵ on SR 121 south of the Project. Northbound bicyclists on SR 121 approaching the Project will have an option to either merge from the bicycle lane into the travel lane and navigate the intersection using the circulating lanes or use the provided bike ramp to access the shared-use path and navigate using marked crossings; southbound bicyclists leaving the project will re-enter the bicycle lane using either the provided bike ramp, if they are on the shared-use path, or by merging from the travel lane, if they are in the roadway.

Pedestrians will travel through the Project area using a combination of sidewalks, the new shared-use path, and marked crossings. Where realignment of roadways is occurring for the new roundabout approaches, existing sidewalks will be replaced to follow the new roadway edge. Marked pedestrian crossings are set back a minimum of one car length away from the circulatory roadway. This allows approaching drivers to yield to pedestrians or bicyclists in the crosswalk and then pull forward to yield to oncoming drivers in the circulating lane, and exiting drivers to clear the circulating lane before yielding to a pedestrian or bicyclist. Pedestrian refuges at the splitter islands are at least 6 feet wide (consistent with the NCHRP Guide). These two-stage crossings reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time. All pedestrian curb ramps would be ADA compliant.

1.4.1.3 Reduced Speed and Collision Potential

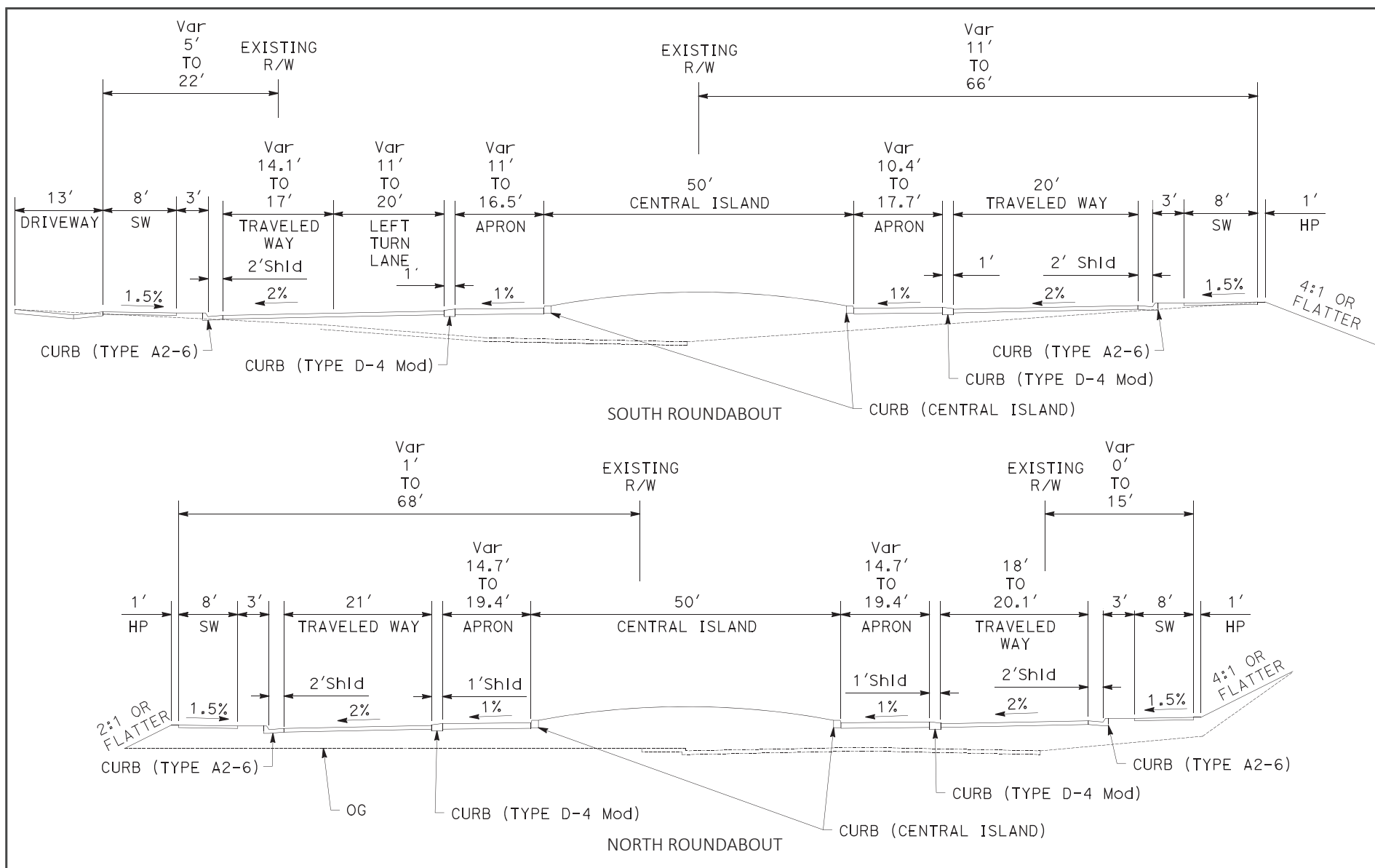
The geometric design of roundabouts typically requires drivers to reduce speed in the intersection to 15-25 mph. At signalized intersections, drivers are typically able to travel through the intersection at speeds higher than posted limits due to the lack of geometric constraints. Because of these reduced travel speeds through the intersection and expected reduction in crashes, the Project is likely to eliminate the most severe crash types.

⁵ Class II Bike Lanes provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface.



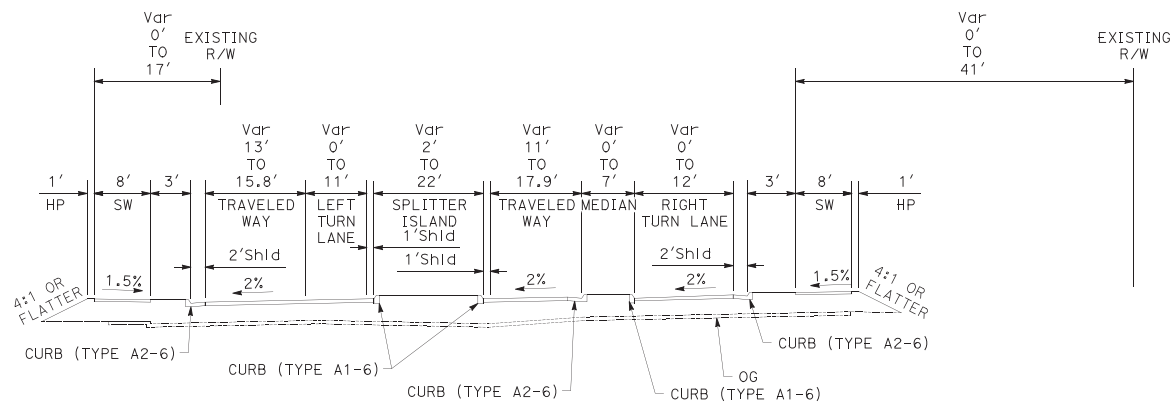
CONCEPTUAL ROUNDABOUT PLAN

FIGURE 1.4-1

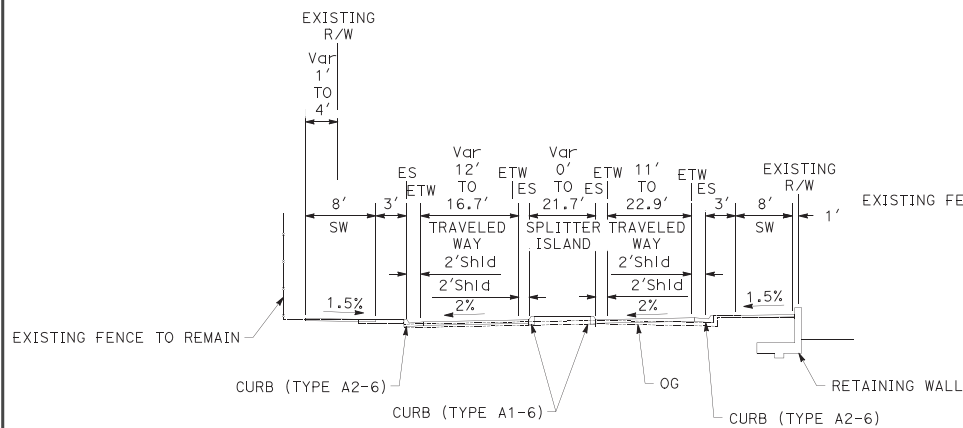


ROUNDAABOUT CROSS-SECTIONS

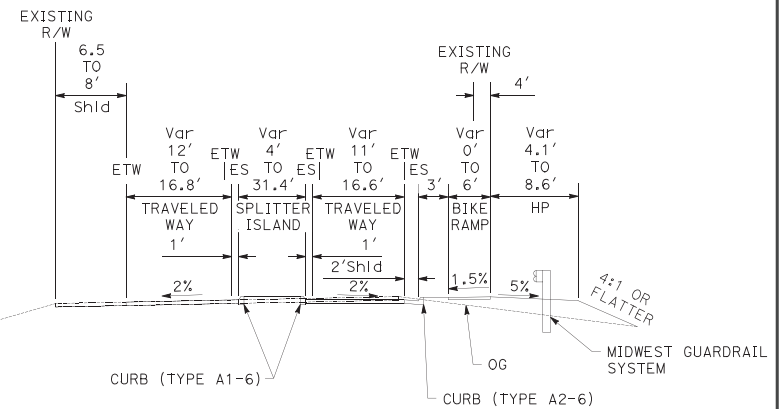
FIGURE 1.4-2



ROUTE 121 BETWEEN ROUNDABOUTS



ROUTE 121 NORTH OF ROUNDABOUT



ROUTE 121 SOUTH OF ROUNDABOUT



NORTH ROUNDABOUT



SOUTH ROUNDABOUT

Source: GHD Inc.

3D PERSPECTIVE OVERVIEWS

FIGURE 1.4-5



THIRD STREET APPROACH



SOUTHBOUND SR 121 APPROACH AT THIRD STREET

Source: GHD Inc.

1.4.1.4 Structures

Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue, type selection will be completed later this phase to finalize type and size of wall, however every effort will be made to minimize footings (currently anticipated to be approximately three to five feet deep) to reduce potential environmental and right of way impacts.

A short cut style retaining wall (approximately four to six feet tall and 100 feet long) is required along a portion of the northern side of Coombsville Road in order construct the new shared use path and roundabout approach deflection while not encroaching into a large slope within a private parcel. At this time, it is anticipated that a spread footing style would be utilized to minimize depth of disturbance (approximately two feet below grade).

Another short fill style retaining wall (approximately 12 to 14 feet maximum height and 80 feet long) is required along a portion of the northern side of East Avenue along the car dealership parcel in order to construct the new shared use path and roundabout approach deflection while not further impacting the car dealership parking lot. At this time, it is anticipated that a spread footing style would be utilized to minimize depth of disturbance (approximately four feet below grade).

1.4.1.5 Right of Way

Four commercial properties have driveway access points within the Project area that will be replaced/adjusted as needed. Business access will be provided throughout the construction process in coordination with business property owners.

One vacant parcel and one residential property will require full/major acquisition in order to construct the new roundabouts and minimize the overall impacts within the Project vicinity.

In addition, minor frontage impacts to adjacent parcels may be required in order to conform the roundabouts and/or shared use path to existing facilities. These minor frontage impacts include driveway conforms or realignments. Work would primarily occur through a Temporary Construction Easement (TCE) but may require some minor right-of-way acquisition so that the City will own the sidewalks to facilitate maintenance while Caltrans will own the highway up to the back edge of the curb on both sides of SR 121. The Project's potential right-of-way impacts are summarized in Table 1.4-1 and shown in Figure 1.4-7. For private residences, the addresses are included and for commercial properties, the business names are identified.

Table 1.4-1: Project Right-of-Way Impacts

Impact Type	Full Property (Assessor's Parcel Number)	Partial Property (Assessor's Parcel Number)
Temporary Easement		006-147-003 (820 Juarez Street) 006-147-005 (802 Juarez Street) 006-147-008 (El Rancho Grande) 006-148-010 (Napa Tire & Wheels) 006-148-012 (commercial center) 006-151-010 (Posh Motors) 006-152-001 (Napa Marble & Granite Works) 006-152-002 (1010 East Avenue) 006-211-010 (36 Coombsville Road)
Permanent Acquisition	006-147-004 (801 Silverado Trail)	006-147-003 (820 Juarez Street) 006-147-008 (El Rancho Grande) 006-148-010 (Napa Tire & Wheels) 006-148-012 (commercial center) 006-151-010 (Posh Motors) 006-152-001 (Napa Marble & Granite Works) 006-152-002 (1010 East Avenue) 006-211-010 (36 Coombsville Road)

1.4.1.6 Utilities

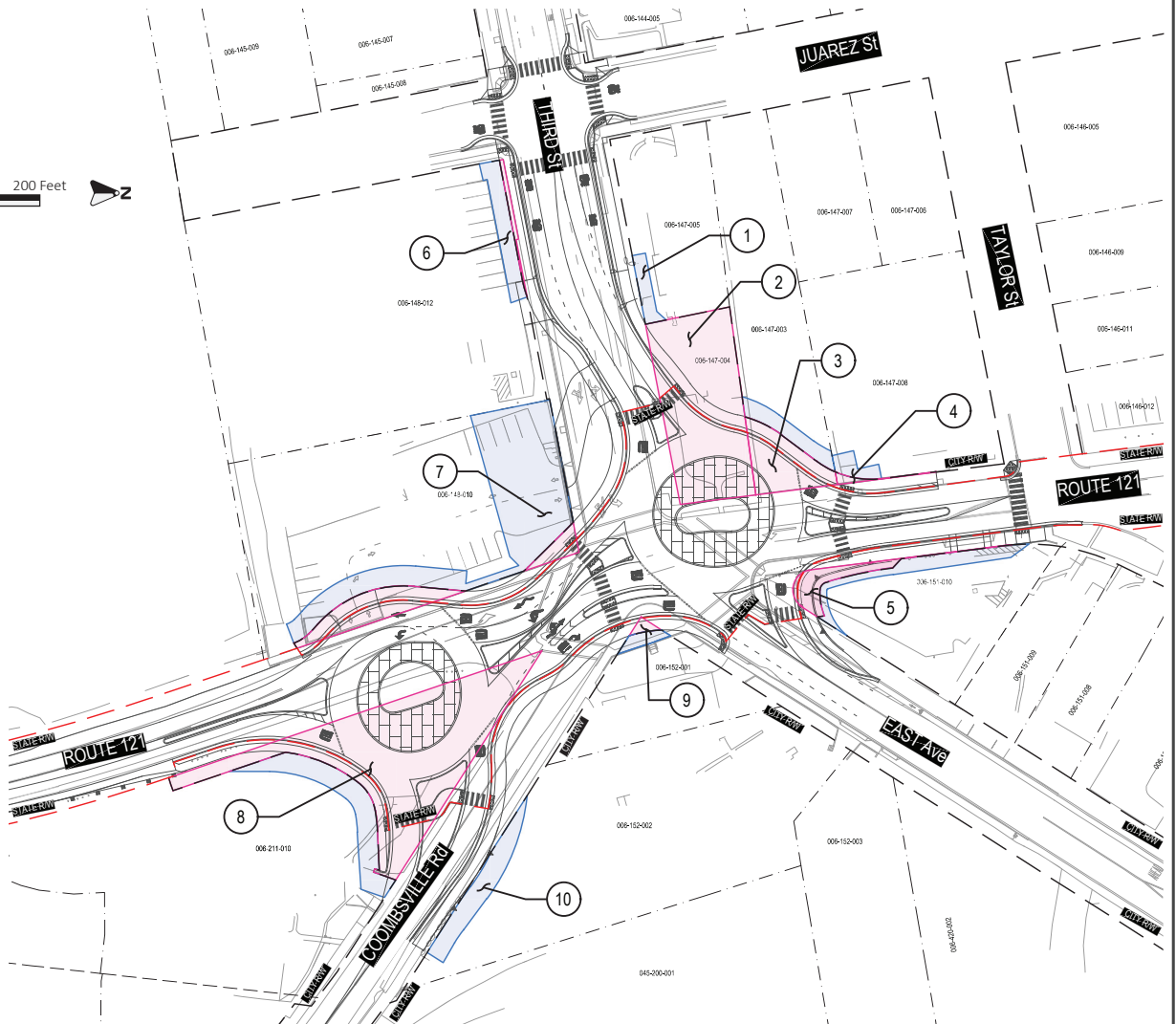
Due to the grading that will be required to construct the new roundabouts, relocation of the City water transmission line that runs from 3rd Street as well as up to six joint utility poles will need to be relocated or undergrounded. All are anticipated to occur within existing or proposed right of way. In addition, adjustment of utility vaults to match the final pavement surface elevation would be required along SR 121 and some fill materials may be required depending on cover and new conform grading requirements. All other existing utilities would be protected in place.

LEGEND:

- ACQUISITION
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED RIGHT OF WAY LINE
- PARCEL LINE



PARCEL NUMBER	APN	ADDRESS	ROW ACQUISITION TYPE	
			PERMANENT (SF)	TEMPORARY CONSTRUCTION EASEMENT (SF)
1	006-147-005	802 JUAREZ ST		540
2	006-147-004	801 SILVERADO TR	8240	
3	006-147-003	820 JUAREZ ST	2140	900
4	006-147-008	891 SILVERADO TR	120	440
5	006-151-010	800 SILVERADO TR	1020	1370
6	006-148-012	325, 333, 341, 343 3RD ST	220	1240
7	006-148-010	713 SILVERADO TR	2630	2150
8	006-211-010	36 COOMBSVILLE RD	12160	2370
9	006-152-001	9 COOMBSVILLE RD	140	295
10	006-152-002	1010 EAST AVE	30	1710
Total			26700	11015



Source: GHD, December 17, 2024.

1.4.1.7 Construction

Construction is anticipated to begin in 2027 and to last approximately 18 months. Construction will involve the use of conventional construction equipment and staging is anticipated to occur within the paved area of the Project limits, roadway shoulders, and a paved City parking lot on Third Street west of the project site (if needed). Before construction, the Caltrans resident engineer and the contractor will identify any necessary lane closures and use proper traffic control devices throughout the duration of the Project per Caltrans Standard Specifications and Standard Plans. During construction, at least one travel lane in each direction of SR 121 will be kept open during peak hours, as will Third Street, Coombsville Road, and East Avenue. Closures, if necessary, will occur only at night. Approval of a Traffic Management Plan (TMP) will also provide adequate traffic access for all businesses and residences.

Construction activities may potentially include detours. Detour routes may include the use of local streets such as Hennessey Drive, Soscol Avenue, First Street, Juarez Street, and Taylor Street. Advance notification of construction work will be provided to the community. Prenotification will be provided at Soscol Avenue and First Street encouraging drivers to take alternate routes, which may lower traffic volumes in the Project area during construction. Cyclists will be required to share the road with vehicles during some construction stages and signing and striping will be provided to warn drivers. Pedestrian detours will be accommodated for locations where existing facilities occur.

Noise associated with construction will be controlled by 2023 Caltrans Standard Specification Section 14-8.02, "Noise Control." Night work may be necessary for a limited number of working days to allow closures and one-way flagging to accommodate reconstruction of the roadway. Trucks and buses will be accommodated through the Project site during all stages of construction.

1.4.1.8 Depth of Disturbance

Excavation would be required throughout the Project in order to construct utility relocations (approximately three to six feet deep depending on utility), lighting, landscaping and drainage facilities, which require trenching, placement of pipe, drainage structures, landscaping, irrigation, and backfill to a depth of six feet. A maximum excavation depth of 10 feet may be required to install foundations for retaining walls along the Coombsville Road and East Avenue legs.

1.4.1.9 Project Features

The Project contains a number of standardized project components which are employed on most, if not all of Caltrans projects and were not developed in response to any specific environmental impact resulting from the Project. These components are referenced as Project Features in Chapter 3 as they pertain to different environmental resources, and are separated out from avoidance and minimization measures (AMMs) and Mitigation Measures (MMs), which directly relate to the impacts resulting from the Project.

Table 1.4-2 lists the Project Features that would be implemented by Caltrans and the construction contractor to reduce or avoid potential impacts to the human and natural environment.

Table 1.4-2: Summary of Project Features

Resource Area	Reference	Project Feature
Utilities/Emergency Services	PF UTI-1.1	Trash Management. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project limits. A Trash Reduction System would also be developed and implemented per Caltrans NPDES Permit and San Francisco RWQCB Cease and Desist Order.
Utilities/Emergency Services	PF UTI-1.2	Notify Utility Owners of Construction Schedule. All affected utility companies would be notified of construction schedules for Project work so that they can relocate or provide special instructions for utility protection if needed, and minimize disruption of utility service.
Traffic and Transportation	PF TRA-1.1	Traffic Management Plan (TMP). A TMP will be prepared in the design phase and implemented in construction. The TMP will provide detour routes and notification to emergency and medical providers in the Project area of alternative access routes during temporary closures.
Visual/Aesthetics	PF VIS-1.1	Preserve Existing Trees and Vegetation. The Project shall be designed to avoid loss or damage of existing trees and other vegetation, to the maximum extent feasible.
Visual/Aesthetics	PF VIS-1.2	Tree Replacement. Depending on the extent of tree removal, replacement planting, irrigation, and plant establishment shall be provided within the Project limits where safety and maintenance requirements can be met.
Cultural Resources	PF CULT-1.1	<p>Unanticipated Discoveries. In the event that archaeological resources (sites, features, or artifacts) or Tribal Cultural Resources (TCRs) (as defined by the consulting Tribes and CEQA) are exposed during construction activities, all construction work occurring within 60 feet of the find shall immediately stop until a qualified archaeologist, that meets the Secretary of the Interior Professional Qualifications for Archaeology, can evaluate the significance of the find in consultation with the Tribe to determine whether or not additional study is warranted. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.</p> <p>If any TCRs are found during construction, a Professionally Qualified Staff archaeologist shall assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is determined to be a TCR and consult with the contractor and the Tribe to determine whether the resources can be avoided by the Project. If the TCR cannot be avoided, then further consultation efforts with the Tribes would be necessary to determine its treatment.</p>
Cultural Resources	PF CULT-1.2	Human Remains. If human remains are discovered during ground-disturbing activities, construction-related activities would be halted in any area or nearby area suspected to overlie remains immediately. The Caltrans' Office of Cultural Resource Studies and the City of Napa Public Works Director shall be immediately notified. Caltrans' Cultural Resources Studies Office will contact the County Coroner. If the remains

Resource Area	Reference	Project Feature
		are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). Caltrans, District 4, Cultural Resources Studies Office and the City of Napa Public Works Director will work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.
Water Quality and Stormwater Runoff	PF WQ-1.1	Water Quality BMPs. Although long-term water quality effects of the Project would not be substantial, the design of the Project includes Best Management Practices (BMPs) such as site design, permanent erosion control, drainage facilities, source control measures, and treatment measures to reduce the pollutant component of stormwater runoff, as required by the Caltrans National Pollution Discharge Elimination System (NPDES) permit. In addition to the requirements of the NPDES permit, compliance with the requirements of the Caltrans Stormwater Management Plan (SWMP) is also required throughout implementation of the Project. The SWMP describes the programs to reduce the discharge of pollutants associated with the stormwater drainage systems and describes how Caltrans will comply with the provisions of the NPDES permit.
Hazardous Water/Materials	PF HM-1.1	Aerially Deposited Lead Work Plan. As part of Project development, a soil investigation will be conducted to determine whether aerially-deposited lead (ADL) has affected soils that will be excavated as part of the proposed Project. The investigation for ADL will be performed in accordance with Caltrans' Lead Testing Guidance Procedure. The analytical results will be compared against applicable hazardous waste criteria. Based on analytical results, the investigation will provide recommendations regarding management and disposal of affected soils in the Project area, including the reuse potential of ADL-affected soil during Project development. The provisions of a variance granted to Caltrans by the California Department of Toxic Substances Control on September 22, 2000 (or any subsequent variance in effect when the Project is constructed) regarding aerially-deposited lead will be followed.
Hazardous Waste/Materials	PF HM-1.2	Hazardous Material. If at any point during construction stained or odoriferous soils are encountered, or unanticipated asbestos, work shall immediately stop in the area of the discovery and the Caltrans Engineer will be notified. Any potentially contaminated soils shall be stockpiled separately on plastic sheeting. The stockpiles shall then be sampled for the above-mentioned analytes and characterized for special handling and/or disposal.
Hazardous Waste/Materials	PF HM-1.3	Treated Wood Disposal. Treated wood shall be handled properly in accordance with applicable Caltrans guidelines and if warranted, will require special removal, handling, and disposal.
Air Quality	PF AIR-1.1	Maintaining Construction Equipment and Vehicles. All construction equipment shall be maintained and properly

Resource Area	Reference	Project Feature
		tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation on the Project.
Air Quality	PF AIR-1.2	<p>Contractor Air Quality Compliance. The construction contractor must comply with the Bay Area Air District (Air District) published CEQA Air Quality Guidelines Best Management Practices (BMPs) as outlined below:</p> <ul style="list-style-type: none"> • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • On-site dirt piles or other stockpiled PM shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads. • All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph. • All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading. • All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the lead agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. The Air District's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations. • All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. • Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. • Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. • The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. • All transfer processes involving a free fall of soil or other PM shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions. • All trucks and equipment, including their tires, shall be washed off before leaving the site.

Resource Area	Reference	Project Feature
		<ul style="list-style-type: none"> • Site accesses to a distance of 100 feet from the paved road shall be treated with a 6-to 12-inch compacted layer of wood chips, mulch, or gravel. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. • Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning. • The primary contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained before and for the duration of on-site operation. • Where accessible, existing power sources (e.g., power poles) or clean-fuel generators shall be used rather than temporary power generators. • A traffic plan shall be developed to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations that affect traffic shall be scheduled for off-peak hours. Obstruction of through-traffic lanes shall be minimized. A flag person shall be provided to guide traffic properly and ensure safety at construction sites. • Applicable mitigation measures shall be required at the time grading permits are issued.
Noise and Vibration	PF NOI-1.1	Idling of Combustion Engines. Unnecessary idling of internal combustion engines within 100 feet of residences shall be strictly prohibited.
Noise and Vibration	PF NOI-1.2	Maintaining Internal Combustion Engines. All internal combustion engine driven equipment shall be equipped with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
Animal Species	PF BIO-1.1	<p>Migratory Birds. Project activities shall be scheduled to avoid the nesting bird season. For project planning purposes, the nesting bird season in the San Francisco Bay Area for birds protected under the MBTA is often identified by regulatory agencies as February 1 through August 31.</p> <p>If seasonal avoidance is not possible, within three days prior to the start of work, a nesting bird survey shall be performed by a qualified biologist on the project site and within a zone of influence (i.e., 100 feet for non-raptor migratory birds and 300 feet for raptors). All nest avoidance requirements of the MBTA and CFGC shall be observed (e.g., establishing appropriate protection buffers around active nests until young have fledged). A qualified biologist shall resurvey the Project site if a halt in Project activities of three days or more occurs.</p>

Resource Area	Reference	Project Feature
		<p>All nests identified during pre-construction surveys shall be determined “inactive” by a qualified biologist prior to removal.</p> <p>If seasonal avoidance is not possible and nesting birds are present, a qualified biologist shall establish temporary buffers around the nest. Project activities shall not occur within the buffer areas until the nest has fledged or has otherwise become inactive. The qualified biologist shall monitor all identified nesting birds or roosting bats within the survey area long enough to determine whether project activities will result in observable signs of disturbance. Buffers may need to be adjusted to a greater distance if needed to ensure disturbance does not occur as a result of Project-related activities. Conversely, buffer size may be decreased in consultation with CDFW if project-related activities do not result in disturbance.</p>

1.4.2 No Build Alternative

The No Build Alternative leaves the existing lane geometrics and intersection controls in place, without a roundabout. Under existing conditions, the intersection of SR 121/Third Street/Coombsville Road/East Avenue remains signalized. This alternative does not meet the purpose and need for the Project to improve intersection operations.

1.5 COMPARISON OF ALTERNATIVES

This section highlights the differences between the Build Alternative and the No Build Alternative. Key differences are shown in Table 1.5-1.

Table 1.5-1: Comparison of Alternatives

Category	Build Alternative	No Build Alternative
Summary of Vehicular Improvements	Replacing the existing intersection with two roundabouts to ease traffic congestion and introduce a traffic-calming circulation pattern.	No improvements
Key Bicycle and Pedestrian Improvements	Construct a new 10-foot shared use path and sidewalks through the roundabouts with marked crossings and pedestrian refuge islands.	No improvements
Ability to Meet Purpose and Need	Meets the purpose and need	Does not meet the purpose and need
Cost	\$27.15 million	\$0

Category	Build Alternative	No Build Alternative
Changes in Traffic Circulation Pattern	Replacing the existing intersection with two roundabouts.	No changes
Effect on Congestion and Delay	Reduction in traffic congestion and delay.	Congestion will worsen over time as planned growth continues.
Business Relocations	None	None
Residential Relocations	Full acquisition of one residential parcel	None
Change in Noise Levels Compared to Existing Conditions	0 to +4 dBA	0 to +2 dBA
Change in Noise Levels Compared to No Build Conditions	0 to +3 dBA	--
Visual Impacts	Moderate to moderately low level of change.	None
Impacts to Sensitive Habitats	Potential impacts to riparian habitat but will be avoided/minimized.	None
Impacts to Threatened and Endangered Species	Potential impacts to western pond turtles, nesting birds, and roosting bats but will be avoided/minimized.	None
Duration of Construction	Approximately 18 months	None
Construction Impacts	Noise, vibration, and dust may be substantial but will be avoided/minimized.	None

After comparing and weighing the benefits and impacts of all feasible alternatives, the Project Development Team has identified the Build Alternative as the preferred alternative, subject to public review. Final identification of a preferred alternative will occur after the public review and comment period.

After the public circulation period, all comments will be considered, and the City will select a preferred alternative and make the final determination of the project's effect on the environment. Under CEQA, the City will certify that the project complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for impacts that will not be mitigated below a level of significance, and certify that the findings and Statement of Overriding Considerations have been considered prior to project approval. The City will then file a Notice of Determination with the State Clearinghouse that will identify whether the project will have significant impacts, if mitigation measures were included as conditions of project approval, that findings were made, and that a Statement of Overriding Considerations was adopted. Similarly, if Caltrans, as assigned by the FHWA, determines the NEPA action does not significantly impact the environment, Caltrans will issue a Finding of No Significant

Impact (FONSI). If it is determined that the project is likely to have a significant effect on the environment, an Environmental Impact Statement (EIS) will be prepared.

1.6 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Through the Project Initiation Document (PID) phase, three build alternatives were identified. However, during initial review of the build alternatives presented in the PID, and considering geometric updates that would be required to align with current roundabout design guidance, two alternatives were identified as having excessive impacts for the benefits obtained.

Alternative 6 proposed to replace the existing intersection with a five-legged multi-lane roundabout. In addition to impacting the residential parcel at 801 Silverado Trail, which is impacted by the Build Alternative, Alternative 6 would have also impacted two additional properties on the northeast side of Coombsville Road, including the Napa Marble & Granite Works property. Design refinements to align with updated standards related to entry geometry would have also resulted in impacts to the potentially eligible historic Tulocay Cemetery located on Coombsville Road, which would subsequently require additional Section 4(f) review and a historic resource evaluation. Community members raised concerns about Alternative 6 related to impacts to the Napa Marble & Granite Works business and operational performance of the roundabout for 2040 and beyond.

Alternative 8 proposed to replace the existing intersection with two, single-lane roundabouts. Unlike the Build Alternative, this alternative proposed Third Street to be included in the southern roundabout along with Coombsville Road and SR 121. The northern roundabout was proposed to be a three-legged roundabout with SR 121 and East Avenue. While this alternative avoided the full impact to the 801 Silverado Trail parcel, it required full acquisition of four commercial properties in the Project area and would have impacted the state-owned Napa Valley Expo fairgrounds property. Community members also raised concerns about operational performance of Alternative 8 for 2040 and beyond.

As such, Alternatives 6 and 8 were rejected prior to the initiation of the Project Approval and Environmental Document (PA&ED) phase.

1.7 PERMITS AND APPROVALS NEEDED

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

Table 1.7-1: Permits and Approvals

Agency	PLAC	Status
City of Napa	Demolition permit	Application to be submitted during final design.
City of Napa	Grading permit	Application to be submitted during final design.

Agency	PLAC	Status
City of Napa	Tree removal permit	Application to be submitted during final design.
State Historic Preservation Officer	Memorandum of Agreement (MOA)	MOA to be submitted for concurrence prior to adoption of the Final EIR/EA
Federal Highway Administration (FHWA)	Air Quality Conformity Determination	The Project was found not to be a project of air quality concern by the Metropolitan Transportation Commission's Air Quality Conformity Task Force on March 27, 2025. Approval from FHWA sought prior to the Final EIR/EA.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

2.1 TOPICS CONSIDERED BUT DETERMINED NOT TO BE RELEVANT

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

Table 2.1-1: Resource Topics Dismissed from Analysis

Resource	Rationale for Dismissal
Coastal Zone	There would be no effects to coastal resources because the Project is not located within the coastal zone. ⁶
Wild and Scenic Rivers	There would be no effects to wild and scenic rivers because the Project is not located near a designated wild and scenic river. The nearest river with this designation, the Lower American River, is over 45 miles from the Project site. ⁷
Parks and Recreational Facilities	<p>The Project would not acquire any lands from or require any temporary construction easements from parks and recreational facilities. There are no existing parks located within or adjacent to the Project limits. The nearest park to the Project limits is Fairview Park, located approximately 1,000 feet southeast of the Project. The Project would not adversely affect Fairview Park or any other parks or recreational facilities.</p> <p>While the adjacent Napa Valley Expo is a publicly-owned fairgrounds, it functions primarily for commercial purposes (fairs, concerts, etc.) rather than as a park or recreation area.</p>
Farmlands	There would be no effects to farmlands because the Project is not located within or near any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or properties subject to a Williamson Act contract. The Project site and surrounding vicinity are designated as Urban and Built-Up Land. ^{8, 9}
Timberlands	There would be no effects to timberlands because the Project site and surrounding vicinity do not contain any lands zoned as forest land, timberland, or timberland production. The Project would not convert any existing forest or timberland to non-forest use.

⁶ California Coastal Commission. "Maps. Coastal Zone Boundary". Accessed January 29, 2025. <https://www.coastal.ca.gov/maps/czb/>

⁷ National Wild and Scenic Rivers System. "California". Accessed January 29, 2025. <https://www.rivers.gov/california>

⁸ California Department of Conservation. "California Important Farmland Finder." Accessed January 29, 2025. <https://maps.conservation.ca.gov/DLRP/CIFF/>

⁹ California Department of Conservation. "California Williamson Act Enrollment Finder". Accessed January 29, 2025. <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>

Resource	Rationale for Dismissal
Community Character and Cohesion	The Project would construct improvements to an existing intersection. The improvements would not divide any existing community or neighborhood but would result in greater vehicle, bicycle, and pedestrian accessibility and safety at the intersection. Based on the Community Impact Memorandum ¹⁰ (August 2024) , the Project would not adversely impact the health, safety, crime, delivery of public services, or quality of life for the local community. While the Project would acquire one full residential property and result in minor impacts to other residential and commercial properties, the Project would not result in a loss of parking, business relocations, loss of employment, or otherwise substantially impact the local economy. Minor impacts to commercial properties would include driveway conforms and realignment, which would result in minor changes in access and could potentially affect property values. These changes are anticipated to have minor impacts and would not substantially impact the community's character or cohesiveness.
Wetlands and Other Waters	Based on the Natural Environment Study (Minimal Impacts) (NES[MI]) prepared for the Project (August 2024), no wetlands or other potentially jurisdictional aquatic features would be impacted as a result of the Project.
Plant Species	Based on the NES(MI) ¹¹ prepared for the Project, there are no special-status plant species within or adjacent to the Project area due to a lack of suitable habitat.
Invasive Species	Based on the NES(MI) prepared for the Project, there is limited potential to spread invasive plant species as the Project footprint is within a predominately disturbed and developed area. Therefore, the Project is not expected to result in an increase of invasive plant species within and/or adjacent to the Project boundaries. Additionally, in compliance with the Executive Order on Invasive Species (EO 13112), Caltrans does not use any of the species on the California list of invasive species for erosion control or landscaping.

¹⁰ The technical Community Impact Memorandum is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

¹¹ The NES is incorporated into this Draft EIR/EA by reference. A copy of the NES is available for review at the locations listed inside the front cover of this document.

HUMAN ENVIRONMENT

2.2 Existing and Future Land Use

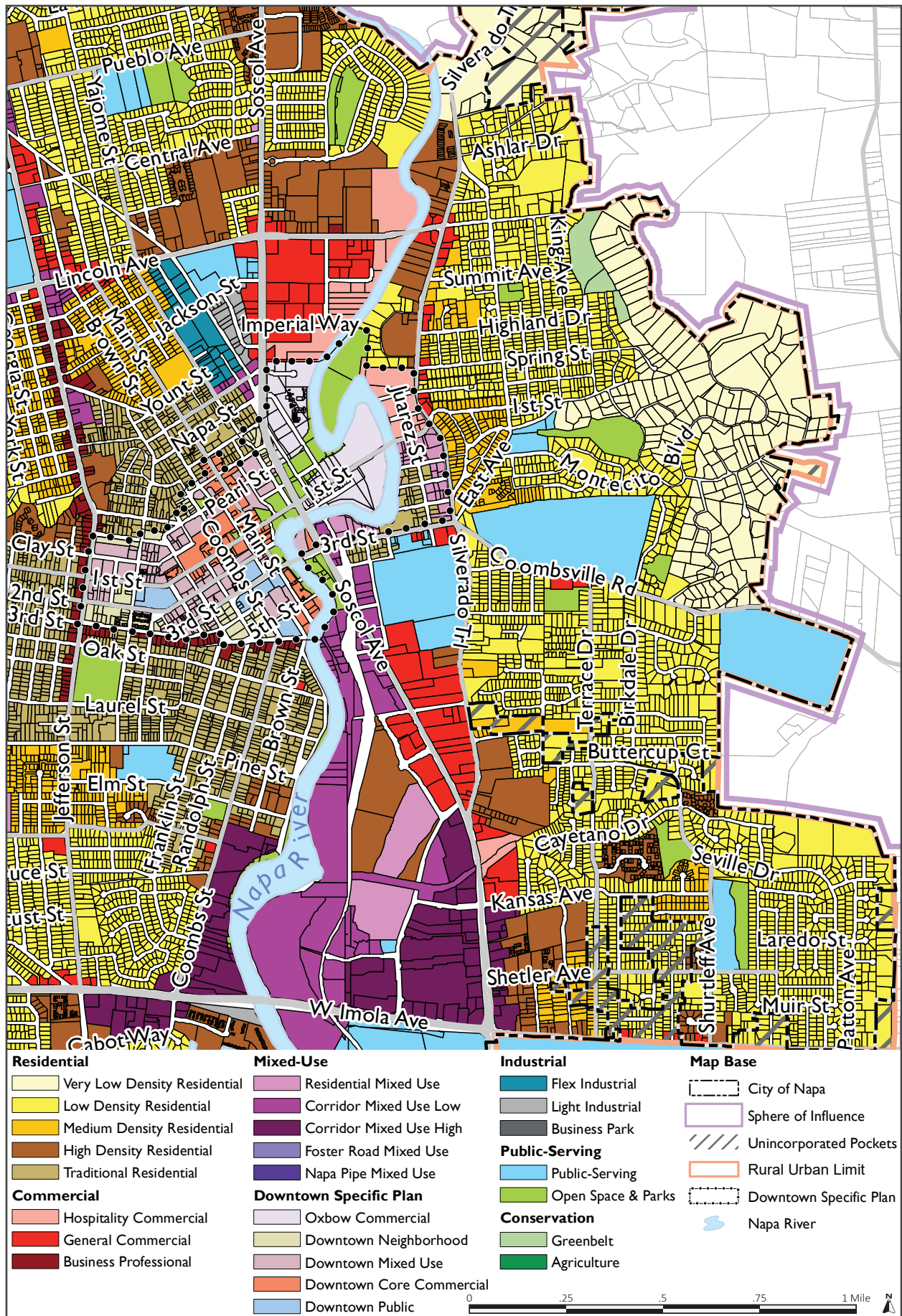
The information in this section is based primarily on a Community Impact Memorandum (August 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Project is located within an urban area of the City of Napa. As shown in Figure 1.1-3, the existing land uses within the Project limits consist of residential, commercial, light industrial, a school, a cemetery, and the Napa Valley Expo. Residential uses in the Project vicinity primarily consist of single-family residences. Commercial and light industrial uses in the vicinity consist of a car dealer, a marble and granite business, an auto shop, restaurant, and retail businesses.

Land use in Napa is guided by the City of Napa 2040 General Plan. The proposed 2040 land use plan for the Project vicinity is shown in Figure 2.2-1. As shown in Figure 2.2-1, the surrounding land uses at the Project intersection are largely anticipated to remain the same, with the exception of some commercial uses being converted to residential uses at the corners where East Avenue and Coombsville Road meet SR 121. Notable current land use projects within the Project vicinity are summarized in Table 2.2-1, below.

Table 2.2-1: Current Land Use Projects in the Project Vicinity

Name and Location	Description	Distance to Project Site	Status
Le Petit Elephant Use Permit (15 Chapel Hill Drive)	A use permit authorizing a daycare for up to 250 children, youth services, and reduced parking.	0.3 miles	Approved
Soscol Square Shopping Center (333 and 407 Soscol Avenue)	Redevelop the vacant site with a new retail center including a 55,000 square-foot retail building, a 9,800 square-foot commercial building, and a 4,970 square foot fast food restaurant with a double lane drive-through.	0.7 miles	Approved
The Grange Campground (western side of SR 121, between Stonecrest Drive and Hagen Road)	Construct a campground with up to five permanent buildings, 100 fixed recreational lodging units, a recreational activity space, and a pervious parking area.	1.2 miles	Pending



CITY OF NAPA 2040 GENERAL PLAN LAND USE DESIGNATIONS IN THE PROJECT AREA

FIGURE 2.2-1

The Project would require full ROW acquisition from one residential parcel at 801 Silverado Trail and major acquisition of the unimproved portions of the residential parcel at 36 Coombsville Road. Minor ROW acquisition from four commercial properties and two residential properties would be required to accommodate the roundabouts and/or shared use path to existing facilities. The Project's required ROW acquisitions are summarized in Table 1.4-1 and shown in Figure 1.4-7.

The Project would require full acquisition of one residential property and, thus, would result in a change of land use for the parcel. The other major ROW acquisition would not change the residential use of 36 Coombsville Road. The minor acquisitions would result in a loss of land for commercial and residential properties; however, those minor acquisitions would not result in any changes to the use of these properties. Minor changes to the properties would include driveway conforms or realignments. The Project would not permanently remove any parking or substantially change access to these properties. Acquisition of one residential property for the use of constructing the proposed roundabouts would not result in a substantial change in land use patterns for the Project area.

The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. The Project would not substantially change existing or future land uses in the Project area that are identified in the General Plan.

2.2.1 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.3 Consistency with State, Regional, and Local Plans and Programs

2.3.1 Regional Transportation Plans

This Project is included in, and therefore consistent with, the 2025 FSTIP¹² and the MTC RTP (Play Bay Area 2050).¹³

The No Build Alternative would not be consistent with the FSTIP and RTP.

2.3.2 City of Napa 2040 General Plan

The City of Napa 2040 General Plan contains a number of policies that are relevant to the proposed Project.

Policy TE 1-2: Foster a more connected system of streets, pedestrian facilities, and bicycle facilities as new development and redevelopment is undertaken, or as opportunities are presented.

Policy TE 2-6: Study and prepare designs for the following Study Corridors to evaluate future improvements for all modes in coordination with existing bicycle, pedestrian, and transportation plans. Coordinate with other agencies (e.g., NVRTA, Caltrans, County of Napa, etc.) as needed for study development.

- Silverado Trail between Trancas Street and Soscol Avenue

Policy TE 3-3: Promote a connected pedestrian and bicycle network that provides safe and direct access between destinations, such as from existing residential areas, schools and Napa Valley College, shopping, employment centers, and connections to regional trail systems, such as the Napa River Trail, the Vine Trail, and the Bay Trail.

Policy TE 3-4: Promote increased pedestrian and bicycle travel citywide. Opportunity areas include higher-intensity and mixed-use areas, including Downtown and the adjacent traditional neighborhoods, and the Jefferson Focus Area.

Policy TE 3-5: Improve connections to existing pedestrian and bicycle facilities from existing neighborhoods.

Policy TE 5-1: Improve the accessibility, safety, and traffic signal synchronization of intersections and access points along major corridors with an emphasis on creating Complete Streets while accommodating motor vehicle traffic flow consistent with prescribed levels of service.

Policy TE 5-4: Maintain acceptable traffic flow along the following crucial corridor arterials:

- Silverado Trail (SR121) – from Soscol Avenue to Trancas Street

¹² TIP ID: NAP170009

¹³ RTP ID: 21-T07-056

Policy TE 5-5: Maintain the automobile Level of Service (LOS) performance targets described herein as a local standards to determine where transportation improvements may be needed or required as part of the development approval process. Automobile LOS should not be below a mid-range LOS D, with the following exceptions. A mid-range LOS E is permitted in the Downtown area bounded by Soscol Avenue, First Street, California Boulevard, and Third Street; on Jefferson Street between Third Street and Old Sonoma Road; and on Silverado Trail between Soscol Avenue and First Street. LOS E is also permitted for signalized intersections on State Highway facilities within Napa.

The Build Alternative would be consistent with the policies listed above by reducing traffic congestion and delay and improving bicycle and pedestrian safety, accessibility, and connectivity. The No Build Alternative would not be consistent with these policies as it would not make any improvements to the existing intersection, which is part of the Silverado Trail corridor identified in Policies TE 2-6 and TE 5-4.

2.3.3 City of Napa Bicycle Plan

The City of Napa Bicycle Plan was developed as a component of the Countywide Bicycle Plan and was adopted by the Napa City Council on May 4, 2021. The City of Napa Bicycle Plan is intended to guide development of infrastructure, programs, and policies that improve the bicycling environment for all residents and visitors in the Napa Valley community.

The proposed Project would improve bicycle safety and connectivity through the Project intersection by constructing a new shared-use path. The No Build Alternative would not make any bicycle facility improvements to the Project intersection.

2.3.4 City of Napa Pedestrian Plan

The City of Napa Pedestrian Plan was developed as a component of the Countywide Pedestrian Plan and was adopted by the Napa City Council on February 21, 2017. The City of Napa Pedestrian Plan is intended to provide a framework for expanding policies in the General Plan, ADA Transition Plan, public works standards, and Municipal Code as well as future investments to create a safe and continuous pedestrian network Citywide.

The proposed Project would improve pedestrian safety and connectivity through the Project intersection by constructing a new shared-use path, sidewalks, marked crossings, and pedestrian refuges. The No Build Alternative would not make any pedestrian facility improvements to the Project intersection.

2.3.5 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.4 Growth

2.4.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

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

2.4.2 Environmental Consequences

The information in this section is based primarily on a technical Community Impact Memorandum (August 2024) prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Project is limited to improvements to an existing intersection and would not change land use patterns or density. The Project is located within, and is intended to serve, an urbanized and mostly-developed area of Napa. The Project would not open additional areas to development.

The Project is intended to reduce traffic congestion and vehicle delay and improve safety conditions. Existing traffic conditions are the result of growth that has already occurred in the area in accordance with land uses identified in the City's adopted General Plan. One result of reducing congestion and improving safety can be to increase accessibility, which can in turn affect the timing and location of growth elsewhere. However, due to the urban location of this intersection, the Project is not expected to drive growth in unplanned areas or areas where growth is not currently foreseeable, therefore, the Project would not result in an unplanned population increase.

The Project purpose is limited to serving the local urbanized area. To the extent that a reduction in congestion makes the area more attractive for development, the Project could facilitate growth in the area. The General Plan contains policies that ensure that the future capacity of services (e.g., schools, utilities, police and fire protection, libraries, parks, etc.) would be adequate to serve that planned growth. Therefore, any growth indirectly facilitated by the Project would not substantially affect resources of concern.

No Build Alternative

The No Build Alternative would potentially limit planned growth as congestion worsens at SR 121, Third Street, Coombsville Road, and East Avenue.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are necessary because the Project would not induce growth beyond what is expected to occur in the area.

2.5 Relocations and Real Property Acquisition

2.5.1 Regulatory Setting

Caltrans' Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of the Caltrans' Title VI Policy Statement.

2.5.2 Affected Environment

The Project is located within an urban area of the City of Napa. As shown in Figure 1.1-3, the existing land uses within the Project limits consist of residential, commercial, light industrial, and public-serving facilities including a school, cemetery, and the Napa Valley Expo. Residential uses in the Project vicinity primarily consist of single-family residences. Commercial and light industrial uses in the vicinity consist of a car dealer, a marble and granite business, an auto shop, and retail businesses.

2.5.3 Environmental Consequences

The majority of the proposed improvements would be constructed within the existing Caltrans and City of Napa rights-of-way for SR 121 and local streets, respectively. There are locations, however, where the proposed roundabouts would require additional right-of-way that would directly impact businesses and one residence. Based on preliminary design, which is subject to revision during final design, the Project would require full acquisition of one residential parcel at 801 Silverado Trail and major acquisition of the unimproved portions of the residential parcel at 36 Coombsville Road. Minor right-of-way acquisition from five commercial properties and two residential properties would also be required to accommodate the roundabouts and/or shared use path to existing facilities (see Table 1.4-1).

No Build Alternative

No relocation or real property acquisition impacts would occur under the No Build Alternative.

2.5.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure is included in the Project for the purpose of avoiding, minimizing, and mitigating the relocation impacts of the Project.

MM-RRP-1: The Project would comply with all requirements of the Uniform Relocation Act to ensure residents displaced by the Project would be properly compensated and relocated, as necessary.

2.6 Utilities/Emergency Services

2.6.1 Affected Environment

Various utility lines (e.g., gas, electric, water, communications, sanitary sewer, stormwater, etc.) cross the existing intersection and are located along/within the local streets in the vicinity of the Project.

Fire protection services for the project area are provided by the City of Napa Fire Department (NFD). The closest fire stations to the Project are Station No. 1, located at 930 Seminary Street and Station No. 4, located at 251 Gasser Drive, approximately one mile west and one mile south of the Project, respectively. Police protection services for the project area are provided by the City of Napa Police Department (NPD), which is headquartered at 1539 First Street, approximately one mile west of the Project.

2.6.2 Environmental Consequences

Increased Demand for Utilities and Services

The Project is limited to improving the existing intersection and is intended to improve traffic operations in the Project area. As stated previously in Section 2.4 Growth, the Project would not induce unplanned growth but may indirectly facilitate the planned growth of the area as identified in the General Plan. The General Plan contains policies that ensure the future capacity of utilities and emergency services would be adequate to serve that planned growth.

Utility Relocation Impacts

Due to the significant grading that will be required to construct the proposed roundabouts, the water line that runs from Third Street will need to be relocated and six joint utility poles may need to be relocated or undergrounded. In addition, adjustment of utility vaults to match the final pavement surface elevation would be required along SR 121. All other existing utilities would be protected in place. Utility relocations and adjustments would occur within the existing City right-of-way. The proposed utility relocations and adjustments would be relatively minor and would be subject to the construction-related mitigation measures and standard conditions described throughout this Draft EIR/EA (see Section 2.9 Cultural Resources, Section 2.11 Water Quality and Stormwater Runoff, Section 2.14 Hazardous Waste/Materials, Section 2.15 Air Quality, Section 2.16 Noise, Section 2.18 Natural Communities, Section 2.19 Animal Species, and Section 2.20 Threatened and Endangered Species). No disruption of any utility services for an extended period of time (i.e., more than 24 hours) is expected to be necessary.

Impacts on Emergency Vehicle Response Times

The Project would not cut off or adversely impact the existing emergency response routes along SR 121, Third Street, Coombsville Road, or East Avenue. At least one travel lane in each direction on each roadway will be kept open during peak hours. Closures, if necessary, will occur only at night. A TMP would also be prepared in

coordination with the NFD and NPD to ensure that adequate emergency access is provided throughout project construction. Project operation would improve traffic circulation and safety at the site intersection, resulting in a long-term benefit to emergency response times.

No Build Alternative

The No Build Alternative would not relocate any existing utility infrastructure, result in any increased utility demand, or affect emergency response times. The No Build Alternative would also not result in any long-term benefit to emergency response times and would negatively affect response times as traffic conditions at the Project intersection worsen over time.

2.6.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.7 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.7.1 Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

2.7.2 Affected Environment

The information in this section is based primarily on a Traffic Operations Analysis Report (July 2024) prepared for the Project, which is incorporated into this Draft EIR/EA by reference. This report is available for review at the locations listed inside the front cover of this document.

2.7.2.1 Roadways

Roadways that provide primary access to the project intersection are SR 121, Third Street, Coombsville Road, and East Avenue. The traffic study area also includes Hennessey Drive. Each of these roadways are described below:

- **SR 121**, in the Project vicinity, is a two-lane, north-south highway and is classified by the City as a Principal Arterial. The highway serves residential and commercial land uses within the City and carries regional traffic through Napa County.
- **Third Street** is a two-lane, east-west, Minor Arterial that serves residential and commercial land uses. Third Street runs west from the Project intersection, crosses the Napa River, and connects to Downtown Napa.
- **Coombsville Road** is a two-lane, east-west, Minor Arterial that serves residential and commercial land uses. It connects from the Project intersection to rural unincorporated areas to the east.

- **East Avenue** is a two-lane, north-south, Major Collector that serves residential land uses. It parallels SR 121 and connects to the Project intersection.
- **Hennessey Drive** is a two-lane, east-west, Local Street that serves residential land uses. It connects from SR 121 to Coombsville Road, south of the Project intersection.

2.7.2.2 Bicycle and Pedestrian Facilities

Class II bicycle facilities exist within the Project vicinity along Third Street, west of SR 121 and along Coombsville Road, southeast of SR 121. Class III bicycle facilities¹⁴ exist along East Avenue, east of SR 121. Existing bicycle facilities are shown in Figure 2.7-1.

At the Project intersection, there are crosswalks with basic striping on all five legs with curb ramps. There is no marked crosswalk or curb ramp of the channelized right turn from northbound SR 121 to Coombsville Road. Continuous sidewalks exist on the northeast side of SR 121, the south side of East Avenue, the north side of Coombsville Road, and the south side of Third Street. There are existing discontinuous sidewalks on the northwest and southwest sides of SR 121 that extend for approximately 50 feet and 200 feet, respectively. No other sidewalks exist at the Project intersection.

2.7.2.3 Transit Service

Transit service in the Project vicinity is provided in both directions along Third Street and East Avenue via Vine Transit Route E operated by NVT. Route E is a local bus loop connecting the Soscol Gateway Transit Center with Vintage High School. Within the Project vicinity, stops exist on Third Street east of Juarez Street in both directions and on East Avenue, east of SR 121 in the eastbound direction. Route E operates on weekdays with 30- to 60-minute headways and on Saturdays with 60-minute headways. Existing transit service locations are shown in Figure 2.7-2.

2.7.2.4 Existing Traffic Volumes

Peak period intersection turning movement counts and daily roadway segment counts were collected in November 2023 for the AM peak period (6:00 AM to 9:00 AM) and the PM peak period (2:00 PM to 6:30 PM). Typically, Friday counts are not considered representative of typical traffic conditions and are managed separately, if appropriate. However, at the study intersections it was observed that the Friday PM peak hour data and average daily traffic (ADT) is consistently higher when compared to the other weekday PM time periods. As such, the Friday data is included in the analysis in lieu of traditional weekday PM analysis. Table 2.7-1 provides a summary of the counts and a comparison across various days and time periods.

¹⁴ Class III Bike Lanes (Bike Routes and Bicycle Boulevards) are designated with pavement markings or signage to indicate a shared lane environment between bicyclists and drivers.





Source: GHD, February 7, 2024.

Table 2.7-1: Traffic Volumes Comparison

Scenario	Location	Tue 11/14/23	Wed 11/15/23	Thu 11/16/23	Fri 11/17/23	Sat 11/18/23	Sun 11/19/23
AM Peak Hour	Intersection Volume	1,634	1,641	1,640	1,584	--	--
PM Peak Hour	Intersection Volume	1,648	1,650	1,688	1,754	--	--
AM Peak Hour	SR 121 S/O 3 rd St	836	867	896	867	841	780
PM Peak Hour	SR 121 S/O 3 rd St	947	898	943	1,032	818	863
ADT	SR 121 S/O 3 rd St	10,673	11,057	11,632	12,016	9,492	9,356
ADT	Coombsville Rd E/O SR 121	6,530	6,463	6,708	6,919	4,627	4,016

Caltrans publishes ADT data in a count book annually for all the facilities on the State Highway System. As noted in the count book, few locations are counted continuously, and the resulting counts are adjusted to derive an estimate of ADT. Data for 2021 was reviewed from the Caltrans count book in the Project vicinity. The 2021 ADT data on Route 121 south of Third Street was 13,600. Table 2.7-2 presents the counted 2023 roadway volumes for Wednesday and Friday.

Table 2.7-2: Roadway Segment Volume Summary

Roadway	Segment	Wednesday	Friday
SR 121	South of Third Street	11,057	12,016
Coombsville Road	Southeast of Third Street	6,463	6,919

2.7.2.5 Existing Traffic Operations

Operating conditions at the study intersections were measured using the “level of service” (LOS) concept as the metric for NEPA, whereby traffic demand is evaluated in the context of capacity. The methodology computes a level of service taking into account factors such as the demand for each traffic movement (i.e., left turns, straight, right turns), the number of lanes, and (where applicable) signal timing. Based on these factors, the methodology computes the average delay per vehicle at the intersection to which a corresponding LOS is assigned. As summarized in Table 2.7-3, level of service can range from “LOS A”, representing free-flow conditions, to “LOS F”, representing jammed/over-saturated conditions.

The intersection LOS results for the existing weekday AM and Friday PM peak hours are presented in Table 2.7-4. The City of Napa 2040 General Plan Policy TE 5-5 identifies a target of LOS E for the Project intersection, LOS mid E for the SR 121 and Hennessey Drive intersection, and LOS mid-D for the Coombsville Road and Hennessey Drive intersection.

Table 2.7-3: Level of Service Definitions for Signalized Intersections

Level of Service	Description of Operations	Average Control Delay (seconds/vehicle)
A	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 to 20
C	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 to 35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 to 55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Notes: Average Control Delay includes the time for initial deceleration delay, queue move-up time, stopped delay, and final acceleration.

Table 2.7-4: Existing Intersection Levels of Service

Intersection	Control Type^{1, 2}	Weekday AM Peak Hour Delay (sec)	Weekday AM Peak Hour LOS	Friday PM Peak Hour Delay (sec)	Friday PM Peak Hour LOS
SR 121/Coombsville Road/ Third Street/East Avenue	Signal	71.6	E	57.1	E
EB Left/Thru		93.5	F	61.3	E
EB Bear Right/Right		49.5	D	43.6	D
WB Hard Left/Left/ Thru/Right		62.2	E	42.4	D
NB Left		53.0	D	82.2	F

Intersection	Control Type ^{1, 2}	Weekday AM Peak Hour Delay (sec)	Weekday AM Peak Hour LOS	Friday PM Peak Hour Delay (sec)	Friday PM Peak Hour LOS
NB Thru/Right/ Hard Right		71.5	E	48.6	D
SB Left/Bear Left		98.4	F	76.1	E
SB Thru/Right		32.5	C	31.9	C
NW Hard Left/Bear Left/ Bear Right/Hard Right		118.5	F	116.7	F
SR 121/Hennessey Drive	TWSC	18.7	C	26.0	D
EB Left/Thru/Right		0.0	A	0.0	A
WB Left/Thru/Right		18.7	C	26.0	D
NB Left/Thru/Right		0.0	A	0.0	A
SB Left/Thru/Right		8.4	A	8.4	A
Coombsville Road/ Hennessey Drive	TWSC	12.6	B	12.7	B
EB Left/Right		12.6	B	12.7	B
NB Left/Thru		8.8	A	8.6	A
SB Thru/Right		0.0	A	0.0	A

Notes:

¹TWSC = Two Way Stop Control

²LOS = Delay based on worst movement for TWSC intersections, average of all approaches for Signal.

³**Bold** = Unacceptable LOS conditions

2.7.2.6 Existing Collision Rates

Data was obtained and analyzed from both the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and the City of Napa Police Department for the latest 5-year period in the project area along SR 121. Table 2.7-5 presents the collision rates for the Project intersection compared to the average rate for similar facilities across the State of California, reported in the rate per million vehicle miles. As shown, there were 10 collisions reported within proximity of the Project intersection during the five-year study period. While there were no fatal collisions reported over the five-year study period, the rate of total collisions at the Project intersection was higher than the average for other similar facilities across the State.

Table 2.7-5: Collision Rates (per million vehicle miles)

Location	Total # of Crashes	Fatal Crashes	Fatal & Injury Crashes	Total
SR 121 PM 7.1 to 7.5	10	0.00	0.421	1.405
Average Rates	--	0.009	0.30	0.61

2.7.3 Environmental Consequences

Future Traffic Conditions

Intersection traffic forecasts were developed in coordination with the City and Napa Valley Transportation Authority (NVTa) for Year 2026 (Opening Year), Year 2036 (Interim Year), and Year 2046 (Design Year). The LOS results for the future No Build conditions are summarized in Table 2.7-6.

The proposed roundabouts would allow for calmer speeds through the intersection, continuous flow of movements during lower-demand periods, better visibility of pedestrians and bicyclists, fewer conflict points, and potential U-turn movements. The LOS results for the future Build conditions are summarized in Table 2.7-7.

As shown in Table 2.7-7, all movements would perform at LOS B or better under the Build Alternative and result in less delay as compared to the No Build Alternative. Queues are expected to stay within the available storage capacity of the proposed roundabouts and thus, would not impact operations at the SR 121/Hennessey Drive or Coombsville Road/Hennessey Drive intersections. The Build Alternative would positively affect existing traffic conditions, while conditions would worsen under the No Build Alternative.

Table 2.7-6: Future No Build LOS Conditions

Intersection	2026 Week day AM Delay	2026 Week day AM LOS	2026 Friday PM Delay	2026 Friday PM LOS	2036 Week day AM Delay	2036 Week day AM LOS	2036 Friday PM Delay	2036 Friday PM LOS	2046 Week day AM Delay	2046 Week day AM LOS	2046 Friday PM Delay	2046 Friday PM LOS
SR 121/Coombsville Rd/Third St/East Ave	80.4	F	81.8	F	109.1	F	94.2	F	143.7	F	126.0	F
EB Left/Thru	108.8	F	73.0	E	180.0	F	87.2	F	202.2	F	146.3	F
EB Bear Right/Right	56.9	E	55.0	D	108.5	F	68.5	E	199.8	F	158.8	F
WB Hard Left /Left/Thru/Right	75.6	E	49.4	D	113.5	F	66.1	E	155.7	F	75.0	E
NB Left	59.4	E	67.1	E	81.1	F	128.9	F	91.8	F	87.6	F
NB Thru/Right/Hard Right	64.2	E	53.8	D	67.6	E	57.8	E	77.5	E	65.2	E
SB Left/Bear Left	117.1	F	94.6	F	140.5	F	92.7	F	165.0	F	105.6	F
SB Thru/Right	33.3	C	35.7	D	33.7	C	36.1	D	35.2	D	41.0	D
NW Hard Left/ Bear Left/Bear Right/ Hard Right	152.6	F	241.0	F	220.6	F	284.3	F	302.8	F	385.9	F
SR 121/Hennessey Dr	20.3	C	33.4	D	30.1	D	75.4	F	52.4	F	202.7	F
EB Left/Thru/Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
WB Left/Thru/ Right	20.3	C	33.4	D	30.1	D	75.4	F	52.4	F	202.7	F
NB Left/Thru/Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
SB Left/Thru/Right	8.5	A	8.5	A	8.8	A	8.9	A	9.2	A	9.3	A
Coombsville Rd/ Hennessey Dr	13.7	B	14.1	B	14.8	B	15.2	C	15.9	C	16.9	C
EB Left/Right	13.7	B	14.1	B	14.8	B	15.2	C	15.9	C	16.9	C
NB Left/Thru	9.0	A	8.7	A	9.2	A	8.9	A	9.5	A	9.2	A
SB Thru/Right	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A

Table 2.7-7: Future Build LOS Conditions

Intersection	2026 Week day AM Delay	2026 Week day AM LOS	2026 Friday PM Delay	2026 Friday PM LOS	2036 Week day AM Delay	2036 Week day AM LOS	2036 Friday PM Delay	2036 Friday PM LOS	2046 Week day AM Delay	2046 Week day AM LOS	2046 Friday PM Delay	2046 Friday PM LOS
SR 121/Third St/ East Ave w/ Project	9.1	A	10.2	B	9.7	A	11.1	B	11.1	B	12.7	B
NB Left/Thru	7.6	A	7.1	A	7.9	A	7.4	A	8.3	A	7.9	A
NB Right	3.4	A	2.9	A	3.3	A	2.9	A	3.4	A	2.9	A
WB Left/Thru/Right	10.8	B	8.5	A	11.9	B	9.0	A	13.5	B	10.0	A
SB Left/Thru/Right	10.7	B	13.4	B	11.4	B	14.4	B	13.2	B	16.6	B
EB Left/Thru/Right	11.3	B	13.9	B	12.1	B	16.1	B	15.1	B	19.7	B
SR 121/Coombsville Rd w/ Project	8.0	A	7.4	A	8.5	A	7.6	A	9.5	A	8.5	A
NB Thru/Right	12.2	B	10.8	B	13.0	B	11.1	B	15.2	B	12.9	B
WB Left/Right	10.3	B	9.4	A	11.0	B	9.8	A	12.9	B	11.3	B
SB Left	4.5	A	4.6	A	4.7	A	4.7	A	4.9	A	4.8	A
SB Thru	3.9	A	4.8	A	4.0	A	5.0	A	4.2	A	5.1	A

Impacts to Transit Facilities

The Build Alternative would not make any direct improvements to transit facilities but would benefit transit service in the vicinity by reducing vehicle congestion and delay at the Project intersection. Traffic delay at the Project intersection would worsen under the No Build Alternative, which would negatively affect transit service in the vicinity.

Impacts to Bicycle and Pedestrian Facilities

The Build Alternative would result in improved bicycle and pedestrian connectivity, accessibility, and safety by providing a new shared-used path and sidewalks through the proposed roundabouts. The No Build Alternative would not make any bicycle or pedestrian improvements.

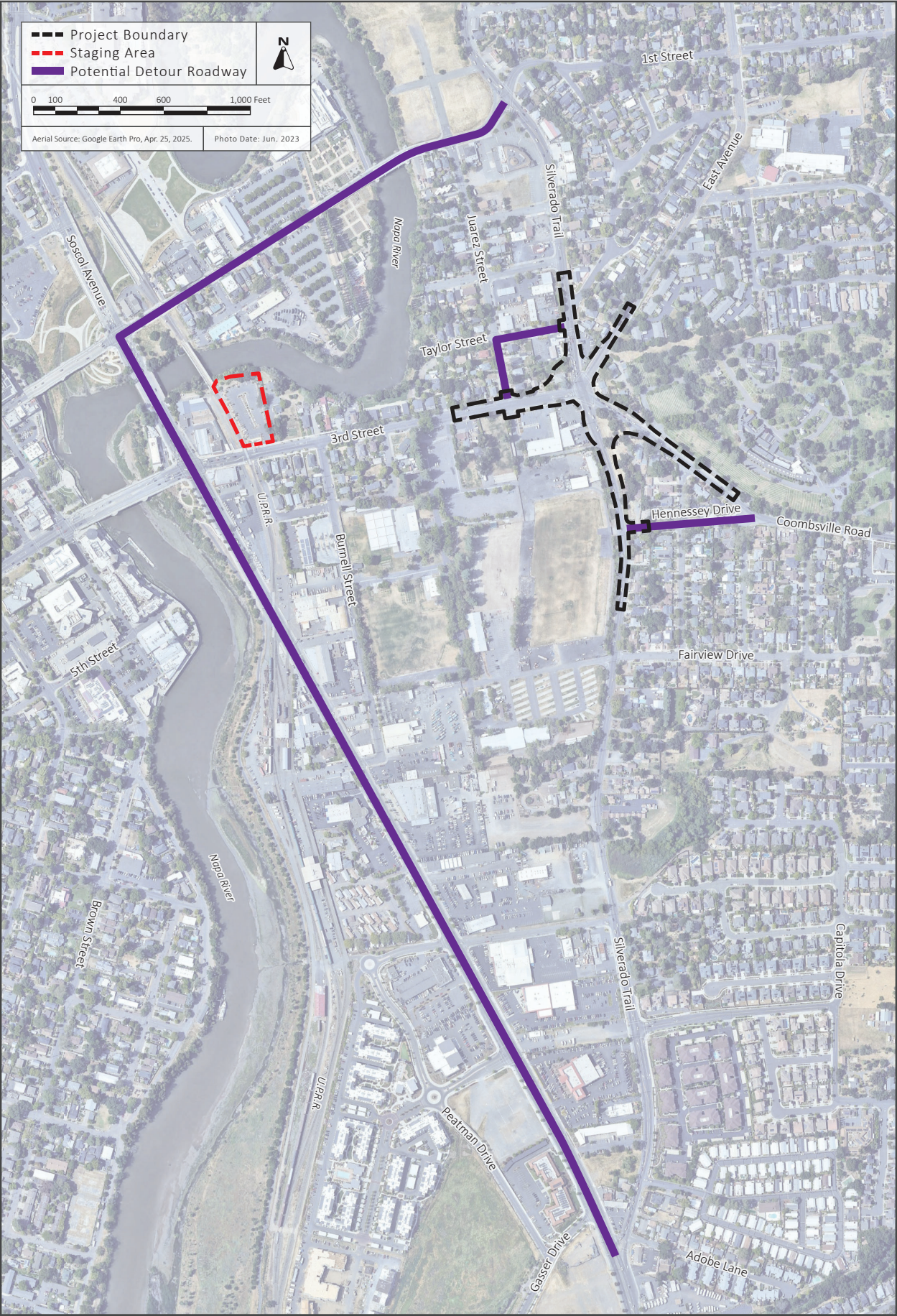
Short-Term Transportation Impacts During Construction

Project construction is anticipated to last approximately 18 months. During construction, at least one travel lane in each direction of SR 121 will be kept open during peak hours, as will Third Street, Coombsville Road, and East Avenue. Closures, if necessary, will occur only at night. Construction activities may potentially include detours. Detour routes may include the use of local streets such as Hennessey Drive, Soscol Avenue, First Street, Juarez Street, and Taylor Street. Potential detour roadways are shown in Figure 2.7-3. Advance notification of construction work will be provided to the community. Prenotification will be provided at Soscol Avenue and First Street encouraging drivers to take alternate routes, which may lower traffic volumes in the project area during construction. Cyclists will be required to share the road with vehicles during some construction stages and signing and striping will be provided to warn drivers. Pedestrian detours will be accommodated for locations where existing facilities occur.

Prior to construction, as is standard practice on all large infrastructure improvement projects, a TMP will be prepared. The TMP will address all traffic-related aspects of construction including, but not limited to, the following: traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. A component of the TMP will involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and the use of changeable message signs. The TMP will also include advance coordination with the NFD, as well as with other emergency responders (e.g., police, ambulance, etc.), especially with regard to any temporary lane closures or detours.

2.7.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.



POTENTIAL DETOUR ROADWAYS

FIGURE 2.7-3

2.8 Visual/Aesthetics

2.8.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

2.8.2 Affected Environment

The information in this section is based primarily on a Visual Impact Assessment Memorandum (September 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

Existing Visual Character

The existing visual character of the Project area is that of a suburban neighborhood. The immediate Project site is characterized by the existing intersection and residential and commercial developments. The surrounding buildings are generally low in height, diverse in character, and spaced apart with varying setbacks and landscaping in between. Mature trees and less developed land uses such as the Napa Valley Expo and Tulocay Cemetery break up the built environment. Existing sources of light include overhead lights at the intersection and crosswalks, streetlights down Third Street, overhead parking lot lights, and residential light sources.

Existing Visual Quality

Visual quality in the Project area is of low to medium quality. The surrounding suburban development detracts from the visual environment but is softened by some vegetation and mature trees. There is no consistent aesthetic or uniform design in terms of architectural style, pedestrian circulation, setbacks from the road and corners, and landscaping. This lack of unity renders the Project area from having memorable scenic qualities.

Viewers

Viewer groups for the proposed Project include highway neighbors and highway users. Highway neighbors (people who have views to the road) includes residents, workers, pedestrians, bicyclists, and motorized transportation users. They will likely have moderate to high levels of sensitivity and exposure to changes in aesthetics depending on the frequency and mode of travel on adjacent streets, and whether they live or work in the immediate community. Napa County residents are highly sensitive to changes to their environment, including vegetation removal.

Highway users (people who have views from the road) may include people noted above as well as tourists and commuters. Their exposure and sensitivity differ depending on their reason for travel. Tourists and recreational travelers are more attuned to their surroundings and have higher expectations of scenic value but have less exposure due to more infrequent travel. Commuters are more focused on their destinations and therefore less sensitive to their environment, however, they tend to have greater exposure as part of their regular routines. Overall, highway neighbors and users are expected to have a moderate to moderate-high viewer response.

Viewpoints

SR 121 within the Project limits is listed as an eligible, but not officially designated, state scenic highway. Scenic resources visible from the Project limits include a large stand of natural-occurring vegetation including oak trees between northbound SR 121 and Coombsville Road and the residence at 801 Silverado Trail which is listed in the City of Napa Historic Resources Inventory as a contributor to the East Napa Historic District. Due to the existing development and topography of the site, there are no open landscape views, water views, rock outcroppings, or heritage trees visible from the Project limits. There are some foothill mountains visible in the distance, but views are obstructed by existing landcover and landform.

2.8.3 Environmental Consequences

The Project's primary impact to visual resources is the removal of existing trees and the residence at 801 Silverado Trail. In addition, there will be an increase in paved area to accommodate the proposed roundabouts as well as the introduction of retaining walls of various heights where there were once none. New overhead lights would also be added which would increase the nighttime light levels in the neighborhoods immediately adjacent to the Project. New landscaping and aesthetic treatments would soften the environment and provide context sensitivity and increased unity. Overall, the Project is expected to result in a moderate permanent visual change and moderate to moderate-high viewer response.

Temporary visual impacts would occur during construction resulting from the various equipment and materials required for the work and the addition of light and glare during nighttime work. Such impacts would be for a limited period of time during the construction phase of the Project.

No-Build Alternative

The No Build Alternative would not result in any temporary or permanent changes to the existing visual character or quality.

2.8.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are included in the Project for the purpose of avoiding and minimizing the visual effects of the Project.

- AMM VIS-1.1:** The Project shall survey exact locations of existing trees and include the tree locations in the plan set during the design phase. Where the pruning of trees is required to accommodate construction operations, pruning shall be done under the supervision of a certified arborist.
- AMM VIS-1.2:** Where feasible, the roundabout island, medians, and parkway strips shall be landscaped with a combination of trees and ornamental planting. Decorative paving shall be incorporated for areas too narrow to plant or where planting is not easily maintained.
- AMM VIS-1.3:** Retaining walls, barriers, paving, and roundabouts shall incorporate aesthetic treatments that use context-sensitive design, textures, and/or colors to help minimize glare and support visual unity at the Project site.
- AMM VIS-1.4:** During construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered where possible. Construction activities shall limit all construction lighting to within the area of work and avoid light trespass in residential areas through directional lighting, shielding, and other measures as needed.
- AMM VIS-1.5:** Light added as permanent features shall be shielded to the extent feasible and light trespass shall be minimized.

2.9 Cultural Resources

2.9.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On December 6, 2024, the Second Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), the United States Army Corps of Engineers’ Sacramento District, San Francisco District, and Los Angeles District and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the ACHP’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The criteria for listing in the NRHP are as follows:

- Criteria A: Is associated with events that have made a significant contribution to the broad patterns of our history.
- Criteria B: Is associated with the lives of persons significant in our past.
- Criteria C: Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criteria D: Has yielded, or may be likely to yield, information important in history or prehistory.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical

Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a MOU between Caltrans and SHPO, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

2.9.2 Affected Environment

The information in this section is based primarily on an Archaeological Survey Report (ASR) (December 2024), Historical Resources Evaluation Report (January 2025), and a Historic Property Survey Report (HPSR) (March 2025) prepared for the Project. The ASR and HPSR contain confidential information regarding the location(s) of cultural resources and, therefore, are not available for public review.¹⁵ A copy of the HRER is available for review at the locations listed inside the front cover of this document. The studies were supported by field surveys, record searches, archival research, and consultation with local planners, historical societies, and Native American tribes. An Area of Potential Effects (APE) was established. One previously identified historical resource—the East Napa Historic District—is within the APE. The project review has been used to determine if the project would directly or indirectly alter the character or use of the district.

2.9.2.1 Archaeological Resources

The Northwest Information Center (NWIC) identified seven archaeological resources within a half-mile search radius of the Project. The previously recorded archaeological resources include Native American lithic scatter (e.g., obsidian flakes, mortars, pestles,

¹⁵ Under Federal and State laws, the archaeological reports are not public documents as they contain confidential information regarding the location(s) of cultural resources.

bifaces, etc.), human remains, artifacts originating from Napa's Chinatown community, historic-period dump sites, a farmhouse site, and a tannery deposit.

Tribal Consultation

A search of the Native American Heritage Commission's (NAHC) sacred lands file was also conducted. The results were positive, indicating the potential presence of sacred lands, and NAHC provided a list of recommended tribes to consult for further information. Consultation letters were sent on August 7, 2024, by US Mail and email to 16 individuals representing eight tribal organizations. Follow-up emails were sent on September 3, 2024 to non-responsive tribes. The Muwekma Ohlone Tribe of the SF Bay Area, Mishewal-Wappo Tribe of Alexander Valley, and Yocha Dehe Wintun Nation provided responses. A tribal representative of the Muwekma Ohlone Tribe stated that the tribe declined consultation because the Project area is outside of the tribe's jurisdiction. Based on their requests, Caltrans and the City of Napa met with the Mishewal-Wappo Tribe of Alexander Valley on December 9, 2024, and Yocha Dehe Wintun Nation on December 16, 2024 to discuss the Project. Consultation with both tribes is ongoing.

Archaeological Sensitivity

Based on the soil composition under the Project site and the proximity to Napa River, most of the Project site has low sensitivity for buried Native American resources. The northwest corner of the proposed north roundabout (at 801 Silverado Trail and the eastern part of 820 Juarez Street) and Third Street east of Juarez Street have a moderate sensitivity for buried Native American resources. The area of Third Street west of Juarez Street is highly sensitive for prehistoric buried archaeological resources.

Prior to the 1870s, the APE was part of the Rancho Tulocay cattle ranch and Silverado Trail had already existed for hundreds of years as a path through the valley. Cattle ranching and transportation corridors are not likely to produce archaeological deposits with information potential. The Project would largely be confined to the road right-of-way, with some minor acquisitions at the Marble and Granite Works property and a full property acquisition at 801 Silverado Trail. The construction of retaining walls and sidewalks at the Marble and Granite Works property, located at 9 Coombsville Road or 1010 East Avenue, are unlikely to encounter historic-era resources because no structures from the early period of operation (1878) remain on the property. The existing residence at 801 Silverado Trail was built in 1939 and there is no evidence of prior structures. The inhabitants of the residence would have had access to municipal waste disposal and indoor plumbing throughout its history, making it unlikely that historic-era archaeological deposits would be encountered on the parcel. For these reasons, the Project site has a low sensitivity for historic-era archaeological deposits.

2.9.2.2 Historical Resources

For the purposes of this project only, the East Napa Historic District is considered eligible for the National Register of Historic Places under Criteria A, for its association with the City of Napa's Italian American community settlement and working-class residential development, and under Criteria C, as a surviving example of a working-

class neighborhood with high level of architectural integrity. The district contains 70 parcels, with 61 contributing resources on 55 out of the district's parcels. These properties were reviewed as part of the City of Napa's 2010 *Soscol Gateway/East Napa Historic Context Statement and Survey Report* and they were recorded on Department of Parks & Recreation 523a, Primary Record forms. That earlier study did not evaluate the parcels for individual eligibility to the National Register, but applied California Historical Resource Status Code 5D3, indicating that they were recognized as historically significant by local government and that each "Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation." Based on the 2010 study, the district and other contributing parcels were added to the City's Historic Resource Inventory (HRI). Eight Built Environment properties were within the APE for this project and were evaluated for NRHP eligibility. Among them are 820 and 802 Juarez Street, 713 and 801 Silverado Trail, 9 and 36 Coombsville Road, 1010 East Ave., and 427-441 Third Street.

The Project would require the partial acquisition of two of these parcels, 802 and 820 Juarez, and the full acquisition and demolition of a third, the residential parcel at 801 Silverado Trail. That parcel contains the Josephine and Leno Rossi House, a Mediterranean Revival style single-family residence constructed in 1939 that will be demolished as part of this project. All the evaluated properties were determined not eligible for inclusion in the NRHP.

2.9.3 Environmental Consequences

Archaeological Resources

The Project would involve ground-disturbing activities during the construction phase. Project construction would include excavation to a depth of three to six feet for utility installation throughout the site and could include a maximum excavation depth of 10 feet to install foundations for retaining walls along Coombsville Road and East Avenue.

As previously discussed, the Project site has a low sensitivity for historic era archaeological deposits and ranges from low to high sensitivity for buried prehistoric/Native American resources. However, within much of the moderately sensitive area, the current right-of-way has been previously disturbed by utility installations along Third Street. Additionally, the grade would be raised at all of 801 Silverado Trail and the portion of 820 Juarez Street within the Project's area of direct impact (ADI) by four to six feet. After the grade is raised, ground-disturbing activities would not affect native soils on these two parcels. Additionally, ground-disturbing work in the highly sensitive area on Third Street west of Juarez Street would be limited to asphalt reconstruction and striping and would not disturb native soils.

Nevertheless, the Project could impact unknown archaeological resources during construction. Given that most of the Project ADI is within areas of low to moderate sensitivity and the Project would not result in ground-disturbing activities within areas of high sensitivity, implementation of Caltrans' standard policies regarding the encounter of unidentified cultural materials during construction would ensure that no adverse effect occurs (see PF CULT-1.1 and 1.2).

Historical Resources

The Project requires the acquisition of approximately 2,140 square feet of the mostly vacant rear yard of 820 Juarez Street, adjacent to SR 121, and temporary construction easements (TCEs) from 820 Juarez Street and 802 Juarez Street, but there are no anticipated effects on their contributions to the East Napa Historic District.

However, the Project also requires acquisition and demolition of the residence at 801 Silverado Trail. While the residence is not individually eligible for the NRHP or CRHR, it is a contributor to the East Napa Historic District, which is considered eligible for listing under the NRHP for the purposes of this Project. Therefore, removal of the residence at 801 Silverado Trail would constitute an adverse effect on the East Napa Historic District. The district is also a historic property protected by Section 4(f) of the Department of Transportation Act of 1966. The proposed Project would result in a “use” of those properties as defined by Section 4(f). Please see additional details in Appendix A.

No-Build Alternative

The No-Build Alternative would not affect any cultural resources.

2.9.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are included in the Project for the purpose of minimizing and mitigating effects on the East Napa Historic District.

MM CULT-1.1: In consultation with Section 106 stakeholders and the State Historic Preservation Officer (SHPO), Caltrans and the City of Napa will implement mitigation measures specific to the effects to the East Napa Historic District, including, but not limited to, recordation consistent with the Historic American Building Survey (HABS) standards and maintained in local repositories. These mitigation measures will be captured in a Memorandum of Agreement between Caltrans and the SHPO.

PHYSICAL ENVIRONMENT

2.10 Hydrology and Floodplain

2.10.1 Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

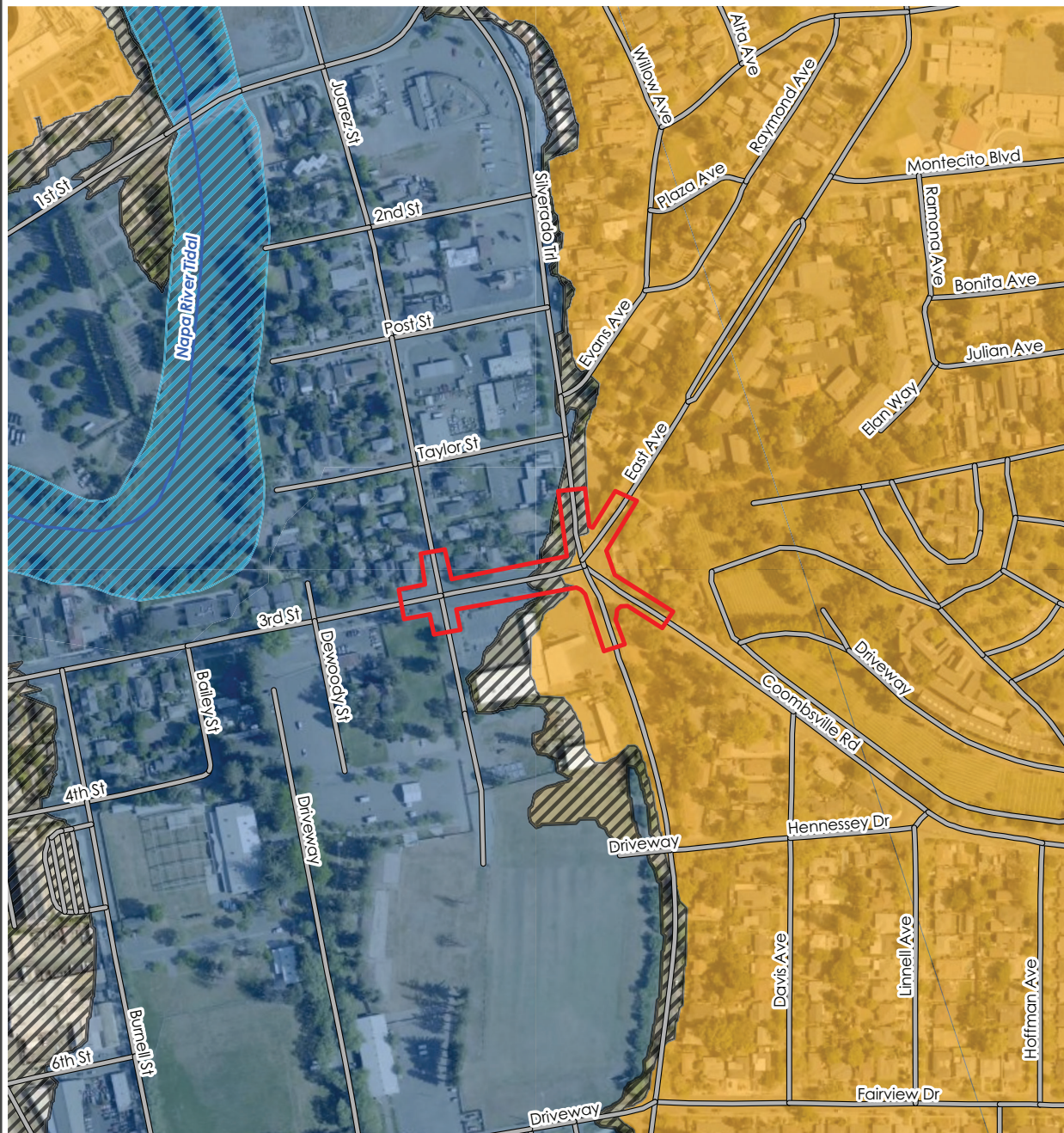
- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

2.10.2 Affected Environment

The information in this section is based primarily on a Location Hydraulic Study (January 2025) prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Project site is depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map panel number 06055C0517F. As shown in Figure 2.10-1, the portion of the Project site located near the Napa River is within the Zone AE Floodplain. Zone AE is defined as a special flood hazard area with one percent chance of flooding in any given year. A portion of the Project site is also located within an area with a 0.2 percent chance of flooding in any given year. The rest of the Project site is located within Flood Zone X, an area of minimal flood hazard. FEMA’s 100-year water base flood elevation (BFE) at the Project site is 18.99 feet.



- Legend**
- Napa Streams
 - Roads
 - Project Area

- Flood Hazard Areas**
- Floodway
 - 1 % Annual Flood Hazard
 - 0.2 % Annual Flood Hazard
 - < 0.2 % Annual Flood Hazard



Source: Watearth, December 18, 2024.

2.10.3 Environmental Consequences

The FHWA defines a significant floodplain encroachment as a highway encroachment, and any direct support of likely base floodplain development, that would involve one or more of the following construction or flood-related impacts: 1) significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route, 2) a significant risk with change in land use, fill inside the floodplain, or change in water surface elevation, or 3) a significant adverse impact on the natural and beneficial floodplain values. Natural and beneficial floodplain values include, but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge.

The Project encroaches into the base floodplain associated with the Napa River Oxbow Overflow Channel. The Project would add fill within the floodplain along Third Street, resulting in a final grade of approximately 23.8 feet (4.81 feet above the BFE). The Location Hydraulic Study determined the Project would not impact the water surface elevation or change the channel velocity. Therefore, the Project would not cause property damage to upstream or downstream reaches of the Project area. The proposed roadway would also not be overtopped during a 100-year design storm event and, therefore, there is no potential for damage to the proposed improvements, interruption of traffic, or loss of life due to flooding during the service life of the Project. Potential short-term adverse effects to the natural and beneficial floodplain values during Project construction and their AMMs are described in Section 2.11 Water Quality and Stormwater Runoff, Section 2.18 Natural Communities, and 2.20 Threatened and Endangered Species.

For these reasons, the Project is not considered a significant encroachment as it does not involve significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route, a significant risk, or cause a significant adverse impact to the natural and beneficial floodplain values.

No-Build Alternative

The No-Build Alternative would not make any changes to the existing floodplain. The existing grade would remain at the same elevation, leaving the roadway along Third Street susceptible to flooding during flood events.

2.10.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.11 Water Quality and Stormwater Runoff

2.11.1 Regulatory Setting

2.11.1.1 Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹⁶ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE’s Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal

¹⁶ A point source is any discrete conveyance such as a pipe or a man-made ditch.

Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent¹⁷ standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4.

2.11.1.2 State Requirements: Porter-Cologne Water Quality Control Act

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the State include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

¹⁷ The U.S. EPA defines “effluent” as “wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall.”

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQB's are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

2.11.1.3 National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Caltrans' MS4 Permit, Order No. 2022-0033-DWQ (adopted on June 22, 2022 and effective on January 1, 2023) has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and
3. Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed Project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit, Order No. 2022-0057-DWQ was adopted on September 8, 2022, and became effective on September 1, 2023. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with Caltrans's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

2.11.2 Affected Environment

The information in this section is based primarily on a Hydrology and Water Quality Memorandum (September 2024), a Drainage Technical Memorandum (August 2024), and a Stormwater Data Report (October 2024) which are incorporated into this Draft EIR/EA by reference. These reports are available for review at the locations listed inside the front cover of this document.

The Project site is located within the Tulucay Creek-Frontal San Pablo Bay Estuaries Watershed. There are no surface waters (e.g., creeks, streams, rivers, lakes, or other water bodies) located within the Project limits. The Napa River is the receiving water body for storm water drainage in the Project area. The Napa River is located to the northwest of the Project site and is adjacent to the north side of the proposed construction staging area. The Napa River is on the U.S. EPA's 303(d) list of impaired water bodies due to nuisance algae growth caused by the excessive concentrations of nutrients.¹⁸ Total Maximum Daily Loads (TMDLs) for the Napa River have been established for nutrients and pathogens.

¹⁸ California State Water Resources Control Board. *2024 California Integrated Report*. March 2024.

2.11.3 Environmental Consequences

Short-Term/Construction Phase Effects

Construction of the Project would require demolition of existing pavement, excavation for retaining wall foundations, trenching, grading, and paving. In addition, construction materials and equipment would be moved on- and off-site as necessary for the duration of construction. These construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could increase erosion and sedimentation that could be carried by runoff into the Napa River. The Napa River is a 303(d) listed waterbody, however, sediment is not a listed pollutant of concern for the river. Therefore, the Project was determined to have low risk for sediment impacts. Nevertheless, because construction activities could increase sedimentation and pollutant loads, the project would be required to develop and implement BMPs to control erosion and sedimentation during construction. The project sponsor would be required to comply with the state's Construction General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent, paying a filing fee, and preparing and implementing a site-specific SWPPP (which includes both construction-stage and post-construction BMPs for stormwater quality protection). Preparation of and compliance with a SWPPP as part of the NPDES program is mandated by state and federal statutes. Construction activities would not result in substantial adverse water quality effects as a result.

Long-Term/Operational Phase Effects

The Project would result in approximately 0.30 acres (13,068 square feet) of net new impervious surface and a disturbed surface area (DSA) of 2.75 acres. The Project is subject to compliance with the NPDES General Permit and because the Project would result in a DSA of more than one acre, a SWPPP will be required.

No-Build Alternative

The No-Build Alternative would not result in any new sources of water pollutants. No stormwater treatment controls would be added to the Project site under the No-Build Alternative.

2.11.4 Avoidance, Minimization, and/or Mitigation Measures

The following measures are included in the Project for the purpose of avoiding and minimizing the water quality effects of the Project.

AMM WQ-1.1: Prior to any soil disturbance work, file a Notice of Intent with State Water Resources Control Board (SWRCB). To maintain proper permit coverage under the Construction Stormwater General Permit (CGP), in addition to filing a Notice of Intent, all dischargers must electronically file permit registration documents, Notice of Termination, changes of information, sampling and monitoring information, annual reporting, and other required compliance documents through the SWRCB's Stormwater Multiple Application and Report Tracking System (SMARTS).

AMM WQ-1.2: Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). Prior to the start of construction, the SWPPP would be submitted by the Contractor to Caltrans for approval. The SWPPP shall detail the measures to address the temporary water quality impacts resulting from construction activities associated with this Project. The SWPPP shall also include the development of a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring, sampling, and analysis plans during construction of the Project.

2.12 Geology/Soils/Seismic/Topography

2.12.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans’s Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge’s category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see the *Caltrans Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria*.¹⁹

2.12.2 Affected Environment

The information in this section is based primarily on a Preliminary Geotechnical Design Report (August 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Project site is in the Coast Ranges Geomorphic Province in the Napa River Valley. The site is mapped to be underlain by Holocene stream terraces and Early to Late Pleistocene alluvial deposits. Both the Holocene and Pleistocene units are composed of sand, gravel, silt, and clay. Bedrock at the eastern side of the Project limits, where the topography starts to rise, is likely within a few feet of the surface and composed of Pliocene, and late Miocene tuff breccia of the Sonoma Volcanics.

Two borings were completed on-site by Parikh Consultants, Inc., one for each proposed retaining wall. One boring was taken to a depth of 31 feet below ground surface (bgs) and one boring was taken to a depth of 29 feet bgs. The boring samples were classified and tested to establish the existing geologic conditions and potential geologic hazards that could occur on-site.

The San Francisco Bay Area is one of the most seismically active areas of North America and is influenced by the San Andreas fault system, which spans the Coast Ranges from the Pacific Ocean to the San Joaquin Valley and includes the West Napa fault. The closest active fault to the Project site is the West Napa fault, located approximately two miles to the west and southwest of the project limits. The Project site is susceptible to strong earthquake-induced ground shaking. However, the site is not located within an Alquist-Priolo Fault Zone and thus, is not susceptible to fault rupture.

¹⁹ <https://dot.ca.gov/programs/engineering-services/manuals/seismic-design-criteria>.

Liquefaction occurs when saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stresses associated with earthquake shaking. Both borings did not encounter groundwater before encountering bedrock, therefore, the potential for liquefaction does not exist based on the boring data collected on-site. However, bedrock is expected to be deeper along SR 121 based on available data from other studies and the site topography. Additional borings would be required to verify liquefaction potential.

A consequence of seismic liquefaction in sloping ground areas is lateral spreading, which is the movement of ground laterally after the loss of support due to liquefaction. For this to occur, the liquefied soils must be close to a free face (e.g., an unsupported, vertical, or sloping face) such as a road cut or stream/riverbank. As previously discussed, the boring data suggests that there is no potential for liquefaction at the site and therefore, there would also be no potential for lateral spreading. However, the potential for lateral spreading would need to be reviewed when additional data becomes available.

The majority of the Project limits is mapped as having low potential for landslides due to the relatively flat nature of the topography.²⁰ The Tulocay Cemetery, adjacent to the east of the Project limits, is mapped as having moderate potential for landslides.

The expansive potential is the ability of soils with a high clay content to change volume with moisture content. The majority of soils in the Project area have low expansive potential.²¹ The western section of the Project limits is mapped as having moderate expansive potential. Collapsible soils are typically associated with arid and semi-arid regions. Specific soil types such as loess and other fine-grained aeolian soils are most susceptible to collapse, although certain coarser-grained and rapidly deposited alluvial soils can also be susceptible. Some soils may fit the criteria, such as rapidly deposited coarse-grained soils. However, the soil collapse potential is considered low within the Project limits based on the boring data taken on-site.

2.12.3 Environmental Consequences

As previously discussed, the Project site is located within the seismically active San Francisco Bay region, but it is not located within an Alquist-Priolo Fault Zone. There are no known earthquake faults crossing the Project limits; therefore, the site is not subject to ground rupture. The Project site would be subject to strong ground-shaking in the event of an earthquake, particularly from one located along the West Napa Fault. Users of the proposed roundabouts would be exposed to hazards associated with such severe ground shaking during a major earthquake on one of the region's active faults. This hazard is not unique to the Project, because it applies to all locations throughout the greater Bay Area. The proposed Project will not increase the existing exposure to

²⁰ United States Geological Survey. U.S. Landslide Inventory and Susceptibility Map. Accessed February 6, 2025.

<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=ae120962f459434b8c904b456c82669d>

²¹ United State Department of Agriculture, Natural Resources Conservation Service. "Soil Survey Geographic (SSURGO) Database for Napa County, California, Western Part, ca055". 2019.

hazards associated with earthquakes; the hazards in the area will be the same with or without the Project.

The majority of the Project site has low potential for landslides due to its relatively flat nature. Based on the boring data collected on-site by Parikh Consultants, Inc., there does not appear to be potential for liquefaction because groundwater was not encountered above bedrock in the samples taken. However, more samples would need to be taken to verify liquefaction potential on-site, as bedrock elevations are expected to be deeper along SR 121. Additional exploration and testing during the Plans Specifications and Estimates (PS&E) phase will be completed to confirm site-specific liquefaction potential. The Project will implement standard engineering practices to ensure that geotechnical and soil hazards do not result from its construction.

The Project, including the roundabouts and retaining walls will be designed and constructed in accordance with Caltrans' Design guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site. Potential seismic effects will be minimized by the use of standard engineering techniques mandated by the Uniform Building Code and Caltrans' Design Standards.

No-Build Alternative

The No-Build Alternative would not introduce any new infrastructure to the Project site.

2.12.4 Avoidance, Minimization, and/or Mitigation Measures

As discussed in the previous section, the Project would be designed to comply with both the Uniform Building Code and Caltrans' Design Standards. In addition, some of the measures that will minimize or avoid impacts to water quality will also serve to minimize or avoid impacts associated with erosion. For a list of these measures, please see Section 2.11 Water Quality and Stormwater Runoff. During the Project design phase, the following measure shall be required to verify liquefaction potential at the site and avoid and minimize any potential effects related to liquefaction.

AMM GEO-1.1: At minimum, one additional boring shall be drilled at the location of the proposed retaining wall along the west side of East Avenue at the SR 121 level to verify the subsoil/groundwater conditions and bedrock depths. An additional boring shall be drilled at the location of the proposed retaining wall along the northeast side of Coombsville Road on the western end of the proposed wall. Additional laboratory tests shall also include moisture content, unit weight, plasticity indexes and liquid limits, particle size analyses, consolidation, strength tests, and corrosivity testing.

2.13 Paleontology

2.13.1 Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

- 23 United States Code (USC) 1.9(a) requires that the use of Federal-aid funds must be in conformity with all federal and state laws.
- 23 United States Code (USC) 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 USC 431-433 above and state law.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.13.2 Affected Environment

The majority of the City of Napa is underlain by Holocene alluvium and alluvial fan deposits, which are likely too young to contain fossils.²² However, Napa also has Pleistocene, Pliocene, and Miocene deposits that are comprised of the Sonoma Volcanics and the Great Valley Sequence. These geologic units are generally considered paleontologically sensitive because they have demonstrated recovery of significant fossils. A search of paleontological records maintained by the University of California Museum of Paleontology indicated no vertebrate fossils or other paleontological resources have been recovered within 10 miles of the Project site.

2.13.3 Environmental Consequences

While the City of Napa is generally underlain by Holocene deposits with low paleontological sensitivity, the site also is underlain by Early to Late Pleistocene alluvial deposits. Bedrock at the eastern side of the Project limits, where the topography starts to rise, is likely within a few feet of the surface and composed of Pliocene, and late Miocene tuff breccia of the Sonoma Volcanics, a known paleontologically sensitive geologic unit. Based on the lack of known paleontological resources within 10 miles of the Project site and the level of ground disturbance required by the Project, it is unlikely that construction would encounter any undisturbed pre-Holocene sediments with fossils.

No-Build Alternative

The No-Build Alternative would not affect any paleontological resources.

²² City of Napa. General Plan Update EIR. March 2022. P. 3.6-16.

2.13.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.14 Hazardous Waste/Materials

2.14.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.14.2 Affected Environment

The information in this section is based primarily on an Initial Site Assessment (May 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

Prior to 1992, lead was commonly added to gasoline in California.²³ Aerially deposited lead (ADL) is a common hazardous material found along highways due to vehicle tailpipe exhaust when lead was formerly a constituent of gasoline. It is likely that ADL is present on and adjacent to the existing roadway. Based on the 1939 construction date, there is potential for the presence of asbestos²⁴ containing materials (ACMs) and lead based paint (LBP) associated with the residential building at 801 Silverado Trail. The existing roadway materials could also contain LBP.

A database record search was conducted to review regulatory agency lists in order to identify the presence of hazardous waste sites within a one-mile radius of the project alignment. The purpose of the regulatory database search is 1) to identify sites with known or potential contamination from hazardous materials, and 2) to determine if any of those sites might adversely affect the proposed intersection improvements. Four sites were identified as having the potential to adversely affect the Project site. These sites are described below:

- **Caltrans Construction:** Inorganic solid waste was generated from Caltrans construction within the project intersection in 2010. The waste was removed by landfill or surface impoundment through on-site treatment and/or stabilization. Waste generated by this construction occurred over 10 years ago and the waste removal has been completed.
- **Beacon/Texaco:** There is a leaking underground storage tank (LUST) cleanup site at 713 Silverado Trail, adjacent to the Project limits associated with a former Texaco service station (currently Napa Tire and Wheels). A leaking gasoline storage tank was removed from the site in 1990 and the groundwater in the vicinity was monitored until the Napa County Department of Public Works issued a case closure letter in 2013 declaring that no further action was required. The cleanup site is located cross-gradient from the Project limits.
- **Tulocay Cemetery Association:** Tulocay Cemetery Association, located adjacent to the east of the Project limits, had several diesel fuel containers. There are no recorded chemical spills associated with the cemetery, which is located up-gradient from the project limits.

²³ Lead is a heavy metal that is found in many products. Lead is poisonous to humans. It is especially toxic to the nervous system, although it can adversely affect many systems and organs. In recent years, lead has been removed from certain products such as paint and gasoline in order to reduce the potential for chronic exposure.

²⁴ Asbestos is a mineral that is found in many products because of its resistance to damage from chemicals and heat, as well as its noise absorption properties. However, asbestos is toxic, especially when inhaled. It can cause diseases such as lung cancer, mesothelioma, and asbestosis.

- **Napa Pacific Associates A California L.P.:** In 2018, Napa Pacific Associates A California L.P was found to generate waste containing asbestos along Coombsville Road, approximately 700 feet east of the Project limits. The waste was removed by landfill or surface impoundment through on-site treatment and/or stabilization. The cleanup has since been completed. No violations have been reported within the last five years, and the status is now closed.

Utility poles, roadside wooden signposts, or metal beam guardrail posts within the Project limits may include chemically treated wood and may be disturbed by the construction of the Project.

2.14.3 Environmental Consequences

LBP, ADL, and/or ACMs are likely present within the Project footprint. As such, various construction activities could expose workers to these substances, which could result in adverse health impacts. Such exposure will be avoided by implementing PF HM-1.1 through 1.3 and the AMMs described below.

Treated wood waste in the Project area could include existing utility poles, roadside wooden signposts, or metal beam guardrail posts removed by the Project. Treated wood waste will be handled properly in accordance with applicable Caltrans guidelines and if warranted, will require special removal, handling, and disposal.

No-Build Alternative

The No-Build Alternative would not expose workers to potentially hazardous materials. The existing roadway infrastructure and residential structure would remain in place.

2.14.4 Avoidance, Minimization, and/or Mitigation Measures

The Project will implement the following measures during final design and construction to avoid impacts associated with exposing construction workers to unsafe levels of hazardous substances:

- AMM HM-1.1:** Testing for the presence of lead-based paint and asbestos-containing materials, on the existing structure at 801 Silverado Trail and roadway paint to be removed shall occur. If these substances are found to be present, applicable regulations pertaining to their removal and disposal shall be followed.
- AMM HM-1.2:** Testing of the soils within the project area for worker safety and soil management purposes shall occur. Soils and groundwater, if encountered, shall be tested for the following:
- Total petroleum hydrocarbons (TPH) as gasoline, as diesel, and as motor oil;
 - Pesticides and herbicides;
 - CAM 17 metals

The costs for sampling, testing, special handling, and disposal of potentially hazardous materials are unknown at this stage of preliminary design and environmental review. It is estimated that costs could range from \$75,000 to \$100,000 or more depending on the number of samples collected, the laboratory analyses used, and quantity of material that requires special disposal. The costs for special handling, if required, of contaminated building materials from 801 Silverado Trail has to be removed would be estimated during final design.

2.15 Air Quality

2.15.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM) – which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}), Lead (Pb), and sulfur dioxide (SO₂). In addition, state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. Table 2.15-1 lists primary air pollutants, their effects on health and the environment, and their typical sources. The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Table 2.15-1: Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O₃)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO _x) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM₁₀)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Fine Particulate Matter (PM_{2.5})	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM _{2.5} size range. Many toxic & other aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO _x , sulfur oxides (SO _x), ammonia, and ROG.
Nitrogen Dioxide (NO₂)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the “NO _x ” group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.
Sulfur Dioxide (SO₂)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Sulfates	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H₂S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Visibility Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other “Class I” areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California), sulfur dioxide (SO₂). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO₂, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope²⁵ that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional

²⁵ "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

2.15.2 Affected Environment

The information in this section is based primarily on an Air Quality Report (November 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Napa County Airport includes an Automated Surface Observing System (ASOS) that provides hourly weather conditions such as wind speed, visibility, temperature, and precipitation that is maintained by the Federal Aviation Administration. This station is located approximately 5.6 miles south of the Project site and is representative of meteorological conditions near the Project. The climate of the Project area is generally Mediterranean-like in character, with short, cold, wet winters and warm, dry, and mostly clear summers. The Napa Valley is sandwiched between two mountain ranges: the Vaca to the east and the Mayacamas to the west. The valley's proximity to the Pacific Ocean and San Francisco Bay has a significant influence on its climate. The prevailing winds in the Project area flow mainly from San Pablo Bay and the Petaluma Gap to the west and southwest. They help keep the valley fairly cool. Annual average rainfall is almost 20.4 inches (at the Napa County Airport), mainly falling during the winter months.

Existing Air Quality

The Bay Area Air District (Air District)²⁶ monitors air quality conditions at over 30 locations throughout the Bay Area. The monitoring stations closest to the Project site are in Fairfield (approximately 12.5 miles southeast of the Project site) and in Vallejo (approximately 14 miles south of the Project site). However, the Fairfield site only monitors O₃, while the Vallejo site monitors PM_{2.5}, PM₁₀, O₃, CO, NO_x (NO-NO₂) and toxic organic compounds (TOCs). The Air District was also operating a monitoring site at the Napa Valley College campus from mid-2018 through 2021. The site was located approximately 1.8 miles south of the Project. Concentrations from this site are used to describe the ambient concentrations of criteria pollutants near the Project site prior to 2022.

Table 2.15-2 identifies the state and federal attainment status for regulated pollutants in the San Francisco Bay Area Air Basin. Under current designations of the Air Basin, the area is nonattainment for CAAQS for O₃, PM₁₀, and PM_{2.5} and Attainment for CO. For the NAAQS, the area is nonattainment for O₃ and PM_{2.5}, and Attainment for CO, PM₁₀, NO₂ and SO₂.

²⁶ The Bay Area Air District was formerly known as the Bay Area Air Quality Management District (BAAQMD) and was re-named on January 22, 2025.

Table 2.15-2: State and Federal Attainment Status

Pollutant	State Attainment Status	Federal Attainment Status	Attainment Plan (O₃, PM, and CO)
O ₃	Nonattainment	Nonattainment (Marginal – 2015 Standard)	Revised San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard (2001)
Respirable PM (PM ₁₀)	Nonattainment	Unclassifiable/Attainment	--
Fine PM (PM _{2.5})	Nonattainment	Nonattainment (Moderate – 2006 Standard)	Bay Area Winter Emissions Inventory for Primary PM _{2.5} & PM Precursors: Year 2010 (2012)
CO	Attainment	Attainment	2004 Revision to the California State Implementation Plan for Carbon Monoxide (2004)
NO ₂	Attainment	Unclassifiable/Attainment	--
SO ₂	Attainment	Unclassifiable/Attainment	--
Pb	Attainment	Unclassifiable/Attainment	--
Visibility-Reducing Particles	Unclassified	N/A	--
Sulfates	Attainment	N/A	--
Hydrogen Sulfide	Unclassified	N/A	--
Vinyl Chloride	No Information Available	N/A	--

The primary existing source of air pollution is vehicles traveling along the Project intersection and connecting local roadways. The Napa Valley Wine Train operates on a rail line approximately 1,000 feet from the western boundary of the Project. Engines used by the train are currently diesel powered but are planned to be replaced with ones that meet the EPA's near-zero emissions standards (Tier 4). There are no permitted stationary sources of air pollution within 1,000 feet of the Project area.

Sensitive Receptors

The Air District defines sensitive receptors to include residential dwellings, schools, daycare centers, hospitals, and senior-care facilities. The zone of greatest concern for roadways is within 500 feet. Figure 2.15-1 shows the locations of sensitive receptors identified within 500 feet of the Project limits. Table 2.15-3 lists the type of sensitive receptors and the number identified within 500 feet of the Project's footprint.



SENSITIVE RECEPTORS LOCATED NEAR THE PROJECT

FIGURE 2.15-1

Table 2.15-3: Sensitive Receptors Located within 500 Feet of the Project Limits

Sensitive Receptor Group	Number of Receptors Identified	Receptor Names	Address	Distance Between Receptor and Project (ft)
Schools/Preschools	1	The Oxbow School	530 3 rd Street	248
Park	1	Neighborhood Pocket Park	1100 Plaza Avenue	500
Daycares	1	Children's Cottage Child Care	1078 East Avenue	422
Residences	222+	Various single-family and multi-family buildings	Not applicable	40-500

2.15.3 Environmental Consequences

Clean Air Act Conformity

The Project is exempt from regional (40 CFR 93.127) conformity requirements. Separate listing of the project in the Regional Transportation Plan and Transportation Improvement Program, and their regional conformity analyses, is not necessary. The Project will not interfere with the timely implementation of Transportation Control Measures identified in the applicable SIP and regional conformity analysis.

The Project, however, is listed in the current RTP, Plan Bay Area 2050 (Project ID 21-T07-056). The RTP is financially constrained and have been determined to conform to the SIP (i.e., 2017 CAP). MTC's financially constrained 2025 TIP also includes the Project (Project ID NAP170009) and has been found to conform to the SIP by FHWA and FTA as part of their approval of the Federal-Statewide TIP (FSTIP). The design concept and scope of the Project listed in the TIP and FSTIP are consistent with the project description in both the RTPs and the TIP.

Project-level conformity requires sponsors demonstrate their transportation project will not cause or contribute to any new localized CO, PM₁₀, and/or PM_{2.5} violations, increase the frequency or severity of any existing CO, PM₁₀, and/or PM_{2.5} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other SIP milestones. This is demonstrated through a hotspot analysis where Build and No-Build emissions are modeled, both with and without any mitigation measures committed to in the current RTP (i.e., Plan Bay Area 2050).

The Project is in an attainment area for CO and a nonattainment area for PM_{2.5}.²⁷ Thus, a project-level conformity analysis applies to the Project for PM_{2.5} under 40 CFR 93.109. Hot-spot analysis for PM_{2.5} is only required for projects found to meet the definition of a Project of Air Quality Concern (POAQC) by the MTC's Air Quality Conformity Task Force (AQCTF). The Project was found not to be a POAQC by MTC's AQCTF on March 27, 2025. Therefore, a PM_{2.5} hot-spot analysis is not required.

²⁷ Guidance from FHWA and Caltrans states that a project-level CO hot-spot analysis is not required to demonstrate project-level conformity in the area.

The determination by MTC is subject to public review as part of this Draft EIR/EA. Public comment is requested regarding the project-level conformity analysis and determination. Following the close of the public review and comment period for the Draft EIR/EA, all comments received on the air quality conformity determination will be included in an air quality conformity report to be submitted to FHWA for their review and concurrence. The final determination on project-level conformity will be made by FHWA.

Construction activities will not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Criteria Air Pollutant Emissions

Air pollutant emissions associated with the roadways in the Project area were estimated for existing/baseline conditions to the forecasted conditions for the No-Build and Build Alternative given the Project's opening year (2026), design year (2046), and RTP (Plan Bay Area 2050) horizon year (2050). The emissions for each scenario are summarized in Table 2.15-4. Operation of the Project would not involve other permanent sources of air pollutants, such as permitted stationary sources (e.g., diesel-powered emergency generators).

Table 2.15-4: Summary of Comparative Emissions Analysis

Year	Scenario/Analysis	CO (lbs/day)	PM _{2.5} (lbs/day)	PM ₁₀ (lbs/day)	ROG (lbs/day)	NO _x (lbs/day)
2023	Baseline (Existing Conditions)	2,686	68	363	169	413
2026	No-Build Alternative	2,486	75	402	192	365
2026	Build Alternative	2,486	75	402	192	365
2046	No-Build Alternative	1,855	84	469	160	178
2046	Build Alternative	1,855	84	469	160	178
2050	No-Build Alternative	1,897	87	486	162	180
2050	Build Alternative	1,897	87	486	162	180

ROG, NO_x, and CO emissions will decrease in the future as older vehicles are replaced by newer vehicles with more stringent emissions and fuel economy standards. PM₁₀ and PM_{2.5} emissions will increase in the future as a function of increases in fugitive emissions sources (i.e., road dust, break wear, tire wear), which is driven by increases in vehicle miles traveled (VMT). When compared to the No-Build Alternative, the Build Alternative would result in the same emissions because the proposed intersection improvements would not change regional travel patterns. Thus, the Build and No-Build Alternatives yield the same level of VMT and associated air pollutant emissions. It is possible that the Build Alternative could result in less emissions due to reduced vehicle

delay (e.g., less idling) at the intersection, however, these reductions were not captured in the emission estimates shown in Table 2.15-4 because they are not included in the City's travel demand model. Given that the Project would not result in an increase in operational criteria air pollutants, the Project would not exceed the Air District's operational thresholds.

MSAT Emissions

Mobile source air toxics (MSATs) are emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as by-products. Metal air toxics result from engine wear or from impurities in oil or gasoline. The US EPA has identified nine priority MSATs with significant contributions from mobile sources. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter (POM).

According to the FHWA's Interim Guidance this project is classified as a category 2 project (Projects with Low Potential MSAT Effects) because it would not change the traffic mix or create or significantly alter major roadways in the area. Similar to the process used for calculating criteria pollutant emissions, above, emissions of MSATs were calculated using the CT-EMFAC2021 model for baseline, No-Build, and Build Alternatives for all analysis years. The results are depicted in Table 2.15-5.

MSAT emissions for both the No-Build and Build Alternatives would be on average 37 percent lower than the baseline emissions, due in large part to vehicle fleet turnover that would result from the EPA's national control programs. Nationally, these programs are projected to reduce annual MSAT emissions by over 76 percent between 2020 and 2060. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the U.S. EPA-projected reductions is so great (even after accounting for VMT associated with planned growth) that MSAT emissions in the study area are likely to be lower in the future for both the No-Build and Build alternatives.

Table 2.15-5: Summary of Comparative MSAT Emissions Analysis (lbs/day)

Year	Scenario	1,3-butadiene	Acetaldehyde	Acrolein	benzene	DPM	ethylbenzene	formaldehyde	naphthalene	POM
2023	Baseline	0.27	1.22	0.024	4.60	2.44	1.92	2.79	0.26	0.073
2026	No-Build	0.24	1.13	0.022	4.59	2.37	2.06	2.57	0.22	0.066
2026	Build	0.24	1.13	0.022	4.59	2.37	2.06	2.57	0.22	0.066
2046	No-Build	0.12	0.45	0.013	3.13	0.99	1.61	1.05	0.10	0.028
2046	Build	0.12	0.45	0.013	3.13	0.99	1.61	1.05	0.10	0.028
2050	No-Build	0.12	0.41	0.012	3.15	0.92	1.63	0.98	0.10	0.025
2050	Build	0.12	0.41	0.012	3.15	0.92	1.63	0.98	0.10	0.025

Construction Air Quality Effects

Site preparation and construction would involve excavation, removing and improving existing roadways, paving new roadway surfaces, and installing new traffic control (i.e., signage and pavement markings). During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment and on-road vehicles powered by gasoline and diesel engines are also anticipated and would include CO, NO_x, ROG, directly emitted PM₁₀ and PM_{2.5}, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction activities in the area may temporarily increase traffic congestion and slow the speed of traffic, resulting in a temporary increase in on-road emissions. These emissions would be limited to the immediate area impacted by construction-related traffic.

Construction emissions were estimated using the latest version of Caltrans' Cal-CET2021 emissions model which uses emission factors from EMFAC2021. The project's estimated uncontrolled construction-related emissions are summarized in Table 2.15-6. The emissions are shown per project phase in pounds per day (lbs./day) and in total tons for the entire construction period. The CO₂ equivalent (CO₂e) emissions are represented in metric tons (MT) per phase. Average workday emissions are based on an assumption of 396 workdays.

Table 2.15-6: Uncontrolled Construction Emissions

Phase/Activity	ROG (lbs/day)	CO (lbs/day)	NO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)	CO ₂ e (MT/phase)
Roadway Excavation & Removal	5.0	14.1	24.1	1.7	1.5	362
Base/Subbase/Imported Borrow	6.3	17.4	29.8	2.4	1.9	141
Paving	6.9	43.0	36.6	3.3	3.1	152
Drainage/Environment/ Landscaping	0.4	2.3	2.1	0.2	0.2	3
Traffic Signalization/ Signage/Striping/Painting	4.1	24.7	25.6	1.6	1.5	843
Average Workday Emissions* (lbs/day)	5.1 lbs/day	20.7 lbs/day	25.8 lbs/day	2.0 lbs/day	1.5 lbs/day	1,001 MT/year
Total Construction (tons or MT)	1.0 tons	4.1 tons	5.1 tons	0.4 tons	0.3 tons	1,501 MT

Notes: * Based on 396 workdays

In addition to equipment exhaust emissions, construction activities would also temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5} particularly during site preparation and grading. Sources of fugitive dust would include disturbed soil at the construction site and trucks carrying uncovered loads of soil. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Caltrans' Standard Specifications will reduce air quality impacts resulting from construction activities consistent with the Air District's BMPs for construction period emissions.

Asbestos and Lead

Naturally occurring asbestos (NOA) in California may occur in serpentinite and ultramafic rocks. NOA is commonly found in the foothill region of the Sierra Nevada, the Coast Ranges, and northwestern California. In an NOA area, construction could disturb the NOA, and it may become airborne. Therefore, a review of the Project footprint and of asbestos areas in California was completed to determine if NOA would be present in the area. Based on the information on NOA provided by the California Air Resources Board (CARB), there are no NOA areas located within the project limits and further analysis is not needed. As previously discussed in Section 2.14 Hazardous Waste/Materials, the existing residential building could contain ACMs that could be released during demolition. The Project would implement AMMs to ensure that demolition materials are properly handled and disposed of to protect construction workers' health (see Section 2.14 Hazardous Waste/Materials).

Similarly, ADL and LBP may also be present in the existing roadway materials and the existing residence at 801 Silverado Trail. The Project would implement AMMs to ensure that demolition materials potentially containing lead are properly handled and disposed

of to protect construction workers' health (see Section 2.14 Hazardous Waste/Materials).

No-Build Alternative

The No-Build Alternative would not result in an increase in short-term emissions. However, as vehicle congestion and delay worsens at the Project intersection, the No-Build Alternative could result in greater long-term emissions than the Build Alternative.

2.15.4 Climate Change

Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.15.5 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required for the Project operational period. The following measures will be implemented in accordance with Caltrans' Standard Specifications in Section 14.9 Air Quality (2023) and Section 13 Water Pollution Control (2023) for the purpose of avoiding and minimizing the construction-related air quality effects of the Project that pertain to equipment exhaust.

- AMM AIR-1.1:** Caltrans or the general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors to the relevant air district for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirements:
- Equipment shall be zero emissions or have engines that meet or exceed either EPA or CARB Tier 4 off-road emission standards, or it shall have engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.
 - Idling time of diesel-powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this

idling restriction shall be provided for construction workers at all access points.

AMM AIR-1.2: Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.

2.16 Noise and Vibration

2.16.1 Introduction

Noise is measured in "decibels" (dB), which is a numerical expression of sound levels on a logarithmic scale. A noise level that is 10 dB higher than another noise level has ten times as much sound energy and is perceived as being twice as loud. A sound change of less than three dB is just barely perceptible, and then only in the absence of other sounds. Intense sounds of 140 dB are so loud that they are painful and can cause damage with only brief exposure. These extremes are not commonplace in our normal working and living environments. An "A-weighted decibel" (dBA) approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. Thus, traffic noise impact analyses commonly use the dBA.

Regarding traffic-generated noise, noise levels rise as vehicle speeds, overall volumes, and truck volumes increase. In general, a doubling of traffic results in a three dBA increase in noise at a nearby receptor, assuming a relatively homogeneous traffic composition (i.e., mainly passenger cars). The peak noise hour is typically not the peak commute hour due to lower operating speeds during the latter.

2.16.2 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/Title 23 Part 772 of the Code of Federal Regulations (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for

commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

Table 2.16-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, $L_{eq}(h)$	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ¹	67 (Exterior)	Residential.
C ¹	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

¹ Includes undeveloped lands permitted for this activity category.

Figure 2.16-1 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.16-1: Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

According to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*, April 2020, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more) or when the future noise level with the project approaches or exceeds the NAC. A noise level is considered to approach the NAC if it is within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that may be incorporated in the project.

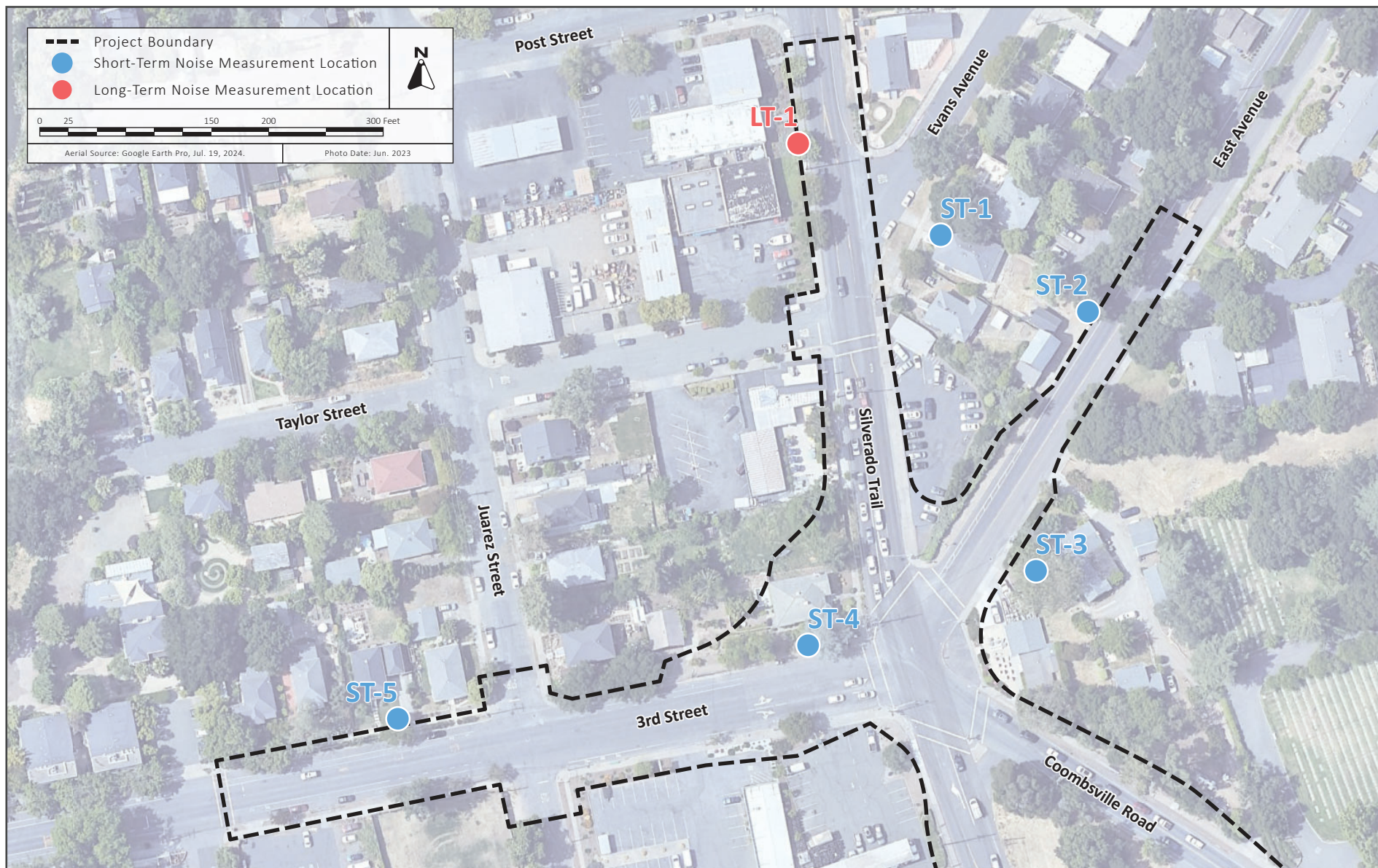
Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise

by at least 5 dB at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction design goal of 7 dB at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

2.16.3 Affected Environment

The information in this section is based primarily on a Noise Study Report (December 2024), a Construction Vibration Report (April 2025), and a Noise Abatement Decision Report (April 2025) that were prepared for the Project. These studies are incorporated into this Draft EIR/EA by reference. Copies of these studies are available for review at the locations listed inside the front cover of this document.

A noise monitoring survey of the Project area was conducted from August 5, 2024, to August 7, 2024. The noise monitoring survey included eight short-term (ten minute intervals) measurements and two long-term measurements (48 hours) taken at the locations shown in Figure 2.16-2 and Figure 2.16-3. Noise levels are summarized in Table 2.16-2 and Table 2.16-3. The primary noise source in the Project area is vehicle traffic from the local roadways. Land uses in the Project area consist of Category B receptors (i.e., residences), Category C (i.e. cemeteries), Category D (i.e. schools, daycare centers), and Category E (i.e. restaurants, retail).



NOISE MEASUREMENT LOCATIONS NORTH OF 3RD STREET

FIGURE 2.16-2



NOISE MEASUREMENT LOCATIONS SOUTH OF 3RD STREET

FIGURE 2.16-3

Table 2.16-2: Summary of Short-Term Noise Measurements

Receptor ID	Location	Land Use	Start Time 8/6/24	10-minute L _{eq} (dBA)
ST-1	1021 Evans Avenue	Residential	9:20am 9:30am	67 67
ST-2	1008 Silverado Trail	Residential	9:20am 9:30am	62 61
ST-3	1010 East Avenue	Residential	9:50am 10:00am	66 65
ST-4	801 Silverado Trail	Residential	10:30am 10:40am	66 65
ST-5	420 3 rd Street	Residential	10:30am 10:40am	64 63
ST-6	Tulocay Cemetery – 411 Coombsville Road	Cemetery	9:50am 10:00am	64 65
ST-7	36 Coombsville Road	Residential	11:00am 11:10am	67 67
ST-8	620 Silverado Trail	Residential	11:00am 11:10am	71 72

Table 2.16-3: Summary of Long-Term Noise Monitoring

Receptor ID	Location	Date	Loudest Hour(s)	Loudest Hour L _{eq[h]} , dBA
LT-1	300 Taylor Street	8/5/24 8/6/24 8/7/24	1:00pm 7:00am 7:00am	71 71 71
LT-2	Across from 670 Silverado Trail	8/5/24 8/6/24 8/7/24	1:00pm 10:00am 7:00am	73 73 71

2.16.4 Environmental Consequences

Long-Term Operational Noise Impacts

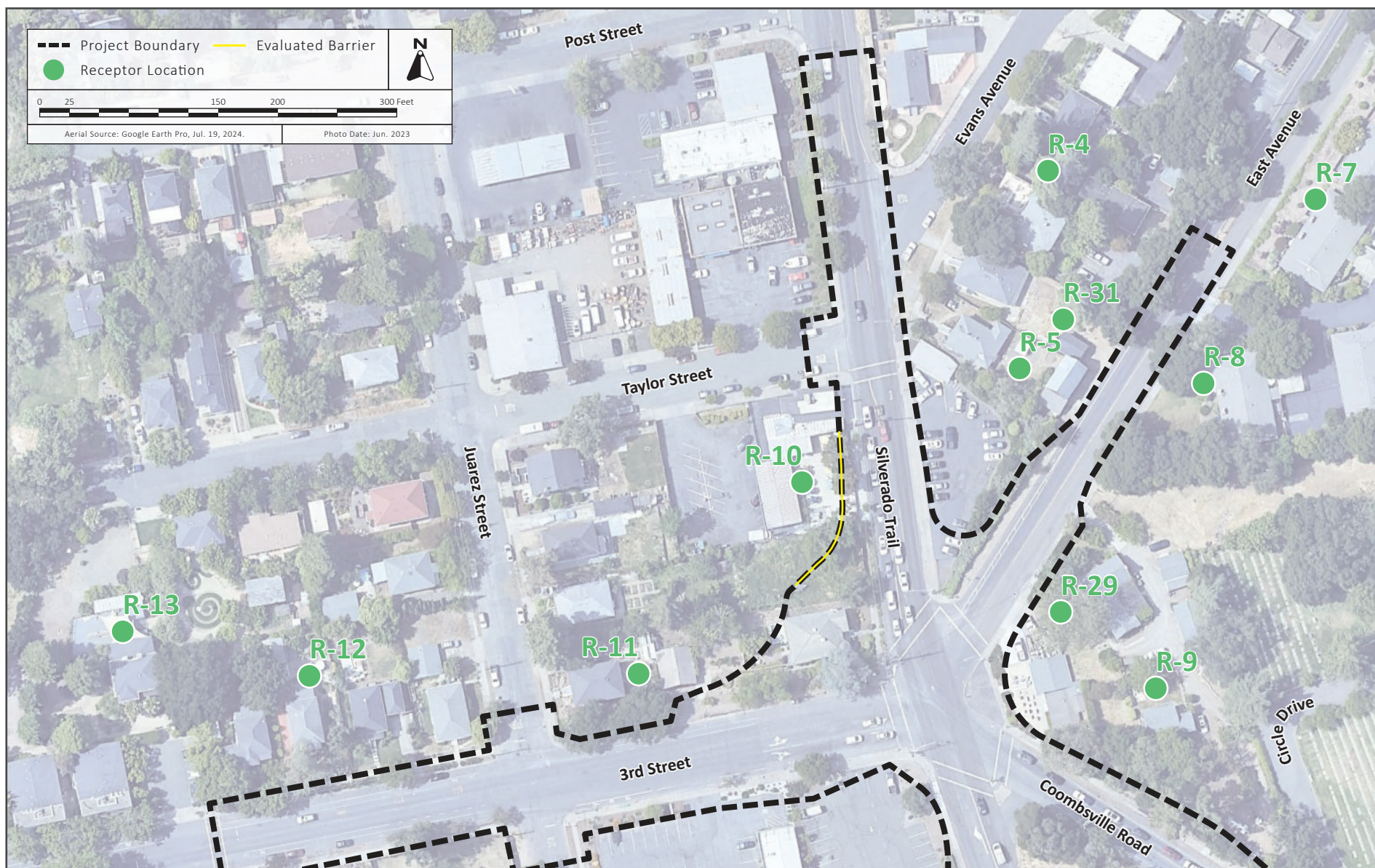
The Project is a Type I project as it would physically alter an existing highway (SR 121) and significantly change its alignment by replacing the existing intersection with two roundabouts. Therefore, the Project requires noise abatement to be considered for impacted receptors. Compliance with 23 CFR 772 provides compliance with the noise impact assessment requirements of NEPA.

The primary source of noise from Project operation would be traffic using the proposed roundabouts. The Project does not propose any other noise-generating uses. The 31 modeled receptor locations, shown in Figure 2.16-4 through Figure 2.16-8, were used to calculate existing and future traffic noise levels. Future noise level conditions were calculated for the project design year, 2046. A summary of the existing and future noise levels at the identified receptor locations is given in Table 2.16-4.



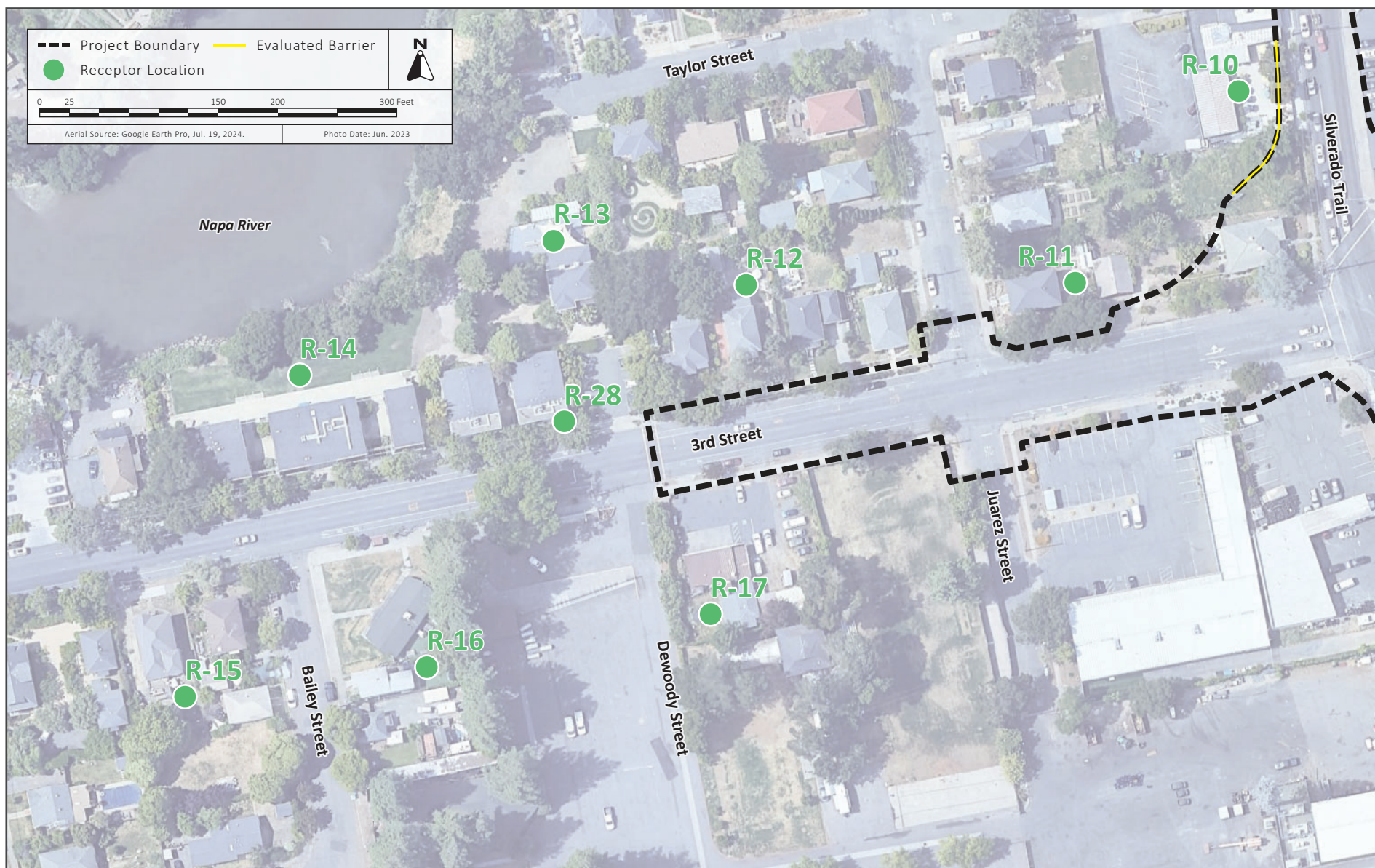
RECEPTOR LOCATIONS BETWEEN 2ND STREET AND 3RD STREET

FIGURE 2.16-4



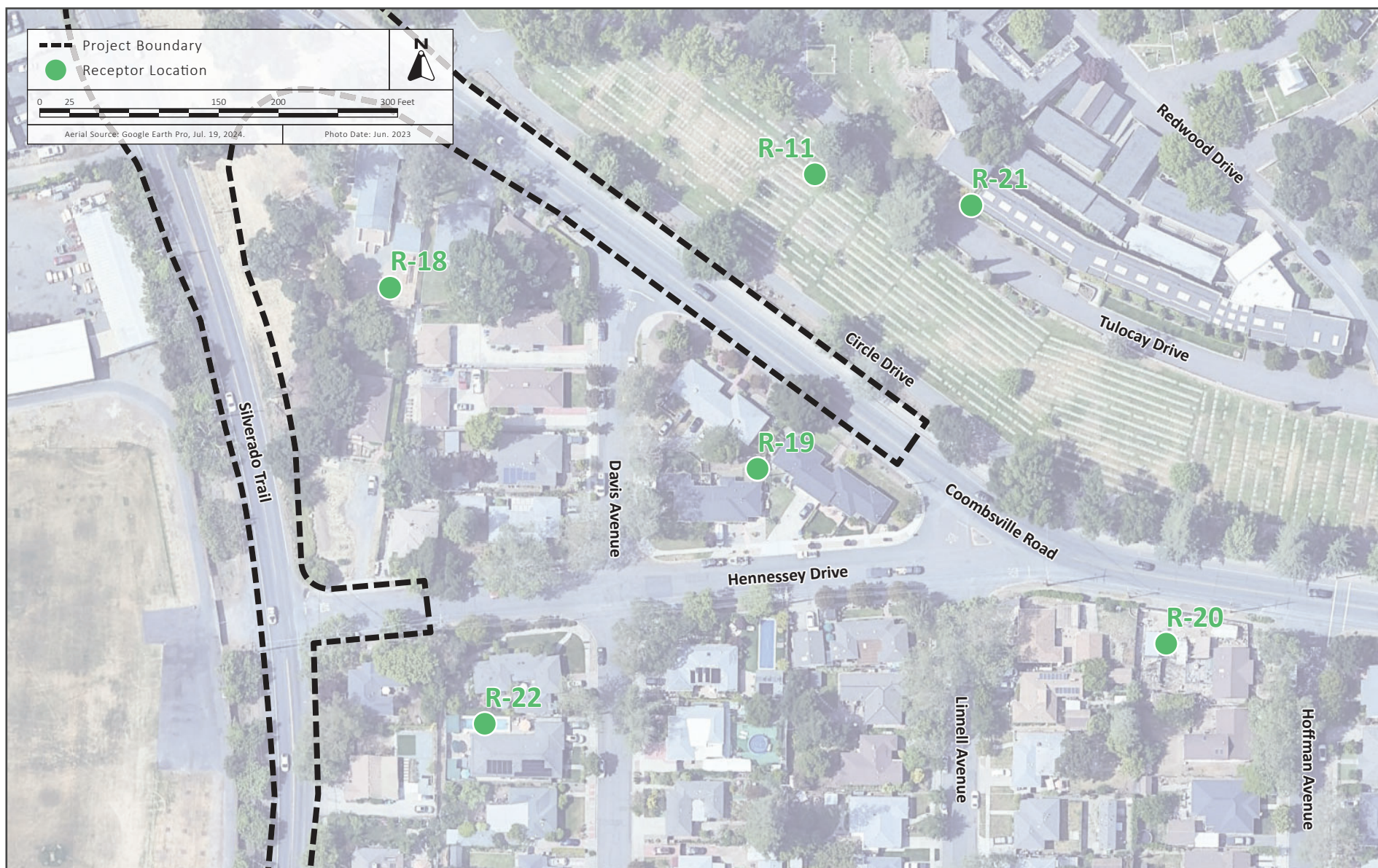
RECEPTOR LOCATIONS NEAR THE FIVE-WAY INTERSECTION

FIGURE 2.16-5



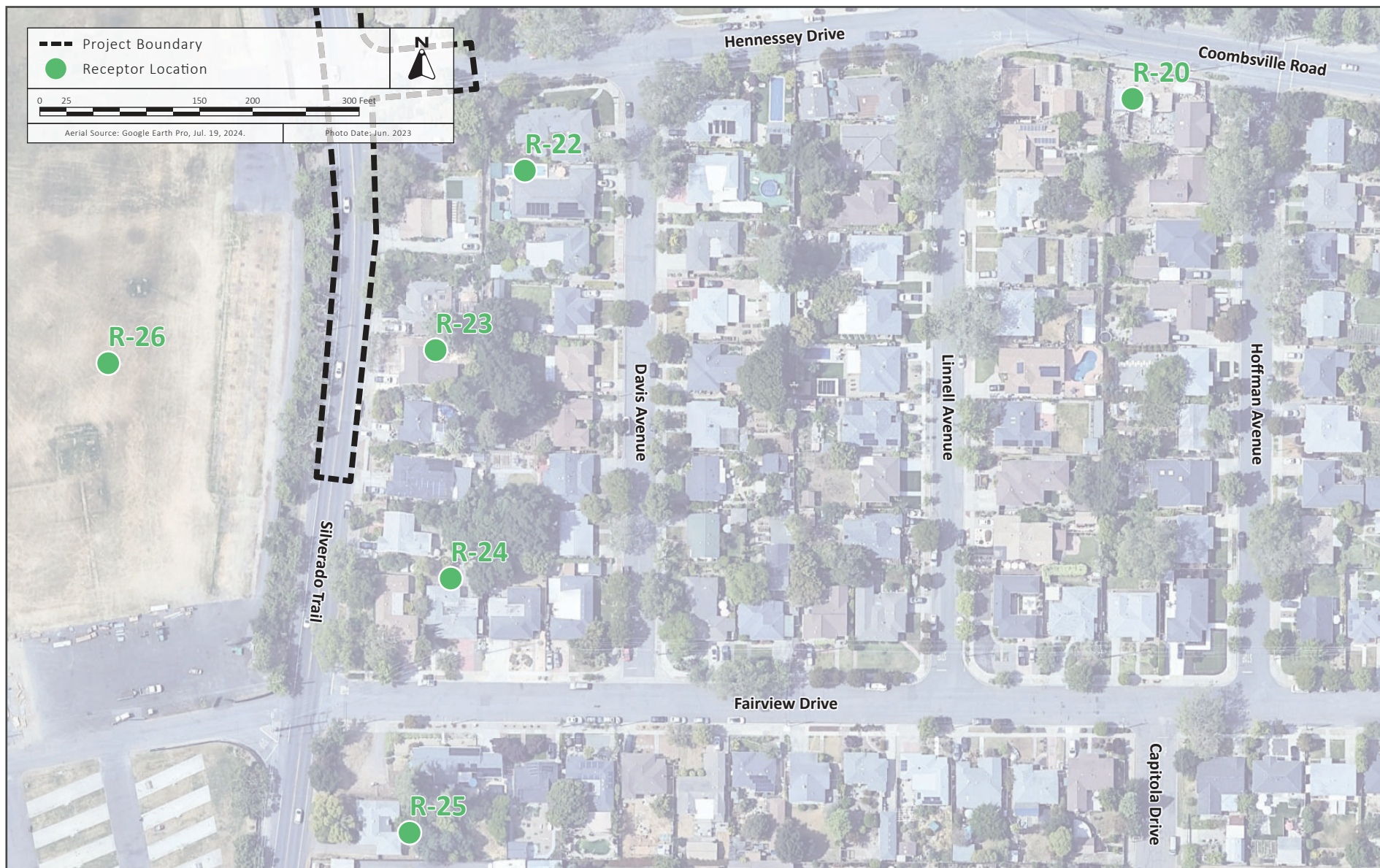
RECEPTOR LOCATIONS ALONG 3RD STREET

FIGURE 2.16-6



RECEPTOR LOCATIONS SOUTH OF THE FIVE-WAY INTERSECTION

FIGURE 2.16-7



RECEPTOR LOCATIONS BETWEEN HENNESSEY DRIVE AND FAIRVIEW DRIVE

FIGURE 2.16-8

Table 2.16-4: Predicted Future Noise Levels

Receptor ID, Address	Land Use	Existing Noise Level, L_{eq} [h], dBA	2046 No-Build Alt. Noise Levels, L_{eq} [h], dBA	2046 Build Alt. Noise Levels, L_{eq} [h], dBA
R1, 1114 Silverado Trail	Residential	62	63	63
R2, 1041 Evans Avenue	Residential	60	61	61
R3, 1072 Raymond Avenue	Residential	58	60	60
R4, 1034 Evans Avenue	Residential	59	60	60
R5, 1017 East Avenue	Residential	60	61	62
R6, 1078 East Avenue	School	47	49	49
R7, 1054 East Avenue	Residential	61	63	63
R8, 1018 East Avenue	Residential	61	63	63
R9, 1010 East Avenue	Residential	62	64	65
R10, 891 Silverado Trail	Restaurant	67	68	71
R11, 802 Juarez Street	Residential	59	60	61
R12, 432 3 rd Street	Residential	47	48	50
R13, 530 3 rd Street	School	49	50	50
R14, 530 3 rd Street	School	45	47	47
R15, 619 3 rd Street	Residential	47	48	48
R16, 724 Bailey Street	Residential	53	55	55
R17, 427 3 rd Street	Residential	53	55	55
R18, 36 Coombsville Road	Residential	57	58	59
R19, 110 Coombsville Road	Residential	54	55	55
R20, 81 Hoffman Avenue	Residential	61	62	62
R21, 411 Coombsville Road	Cemetery	53	54	54
R22, 81 Davis Avenue	Residential	55	57	57
R23, 640 Silverado Trail	Residential	56	57	57
R24, 610 Silverado Trail	Residential	51	52	52
R25, 606 CA-21	Residential	56	58	58
R26, 608 Silverado Trail	Recreation Area	56	58	58
R27, 1078 East Avenue	Day Care Center	56	58	58
R28, 530 3 rd Street	School	65	66	66
R29, 1010 East Avenue	Residential	61	63	64
R30, 1021 Evans Avenue	Residential	63	64	64
R31, 1008 Silverado Trail	Residential	56	58	59

As shown in Table 2.16-4, noise levels would increase by up to two dBA over existing conditions under 2046 No-Build conditions. When compared to No-Build conditions, increases in noise levels under 2046 Build conditions would range from zero to three dBA. The changes to noise levels that would result from the Project are not considered substantial as they would not be at or above the Caltrans 12 dBA threshold. For these reasons, Project operation would not result in a substantial increase in ambient noise

levels in excess of established standards. However, the 2046 Build Alternative traffic noise levels are predicted to approach or exceed the NAC at one Category E receptor, R10.

Project noise levels will approach FHWA's NAC at the outdoor patio area of the El Rancho Grande restaurant located at 891 Silverado Trail and represented by R10 in Figure 2.16-5. As a result, the feasibility and reasonableness allowances for noise abatement measures were considered. Noise barriers are the only form of noise abatement considered for this Project.

The feasibility of constructing a new soundwall along the Project alignment from southbound SR 121 to westbound Third Street was determined by Caltrans' required five dBA minimum reduction in noise level as well as the overall constructability. The reasonableness of the soundwall was determined using the following three factors contained in the Protocol:

- The noise reduction design goal (a barrier must be predicted to provide at least seven dB of noise reduction at one or more benefitted receptors).
- The cost of noise abatement (reasonable allowance per benefitted receptor of \$146,000)
- The viewpoints of benefitted receptors (including views of the restaurant from the roadway)

Evaluated Barrier 1, as shown in Figure 2.16-9, would feasibly abate traffic noise at the restaurant outdoor patio. The seven dB noise reduction goal would be met at a minimum height of eight feet. The line of sight between truck stacks and receptors would be broken at a minimum height of 12 feet.

Barrier 1 was determined to feasibly abate traffic noise by meeting the Protocol's seven-dBA noise reduction goal at a minimum height of eight feet. As defined in Section 772.5 of the regulation, a reasonable allowance of the cost of noise abatement is set at \$146,000 per benefitted receptor. The overall reasonable allowance calculated for Barrier 1 is \$146,000 as there is only a single benefitted receptor. The estimated construction cost for the barrier was calculated based on Caltrans' unit cost database, assuming a barrier length of 140 feet. The reasonable allowance would not be exceeded by an eight foot soundwall achieving the minimum noise reduction goal at a length of 140 feet or by a 12 foot soundwall which would be tall enough to break the line of sight between trucks stacks and receptors at a length of 140 feet.

As the projected construction cost is less than the total reasonable allowance, Barrier 1, at a height of up to 12 feet, is financially feasible. As a negative secondary effect, Barrier 1 would obstruct the ability to see the El Rancho Grande restaurant from SR 121 northbound and southbound lanes. Furthermore, Barrier 1 would obstruct views all across the roadway along the southbound portion of SR 121 toward the northern roundabout. The construction of Barrier 1 would also require the acquisition of additional property from the parcel on which El Rancho Grande currently operates as the currently designed right-of-way is not wide enough to accommodate the evaluated barrier.



EVALUATED BARRIER 1 LOCATION

FIGURE 2.16-9

Given the obstruction of views and additional right-of-way requirements the City conducted outreach to the property owner and tenant of the El Rancho Grande parcel regarding construction of a soundwall on their property. The Project currently does not propose a soundwall; however, the views of the property owner and tenant will be considered following circulation of the Draft EIR/EA.

Short-Term Noise Impacts During Construction

Project construction is anticipated to occur over a period of approximately 18 months. Noise generated by Project-related construction activities would be a function of the noise levels generated by individual pieces of construction equipment, the type and amount of equipment operating at any given time, the timing and duration of construction activities, the proximity of nearby sensitive land uses, and the presence or lack of shielding at these sensitive land uses. Construction noise levels would vary on a day-to-day basis during each phase of construction, depending on the specific task being completed.

Table 2.16-5 presents construction noise levels calculated for each major phase of construction at a distance of 50 feet, based on calculations conducted in FHWA's Roadway Construction Noise Model using project-specific construction information. In some instances, maximum instantaneous noise levels are calculated to be slightly lower than hourly average noise levels. This occurs because the model reports the maximum instantaneous noise level generated by the loudest single piece of construction equipment, while reporting the hourly average noise levels resulting from the additive effect of multiple pieces of construction equipment operating simultaneously. Noise generated by construction equipment drops off at a rate of six dB per doubling of distance.

Table 2.16-5: Construction Noise Levels at 50 Feet

Construction Phase	Maximum Noise Level (L_{max} , dBA)	Hourly Average Noise Level ($L_{eq[h]}$, dBA)
Roadway Excavation & Removal	90	91
Base/Subbase/Imported Borrow	90	91
Paving	90	91
Drainage/Environmental/Landscaping	90	90
Traffic Signalization Signage	90	90

As shown in Table 2.16-5, most construction phases would generate average noise levels that would exceed ambient daytime noise levels at adjacent land uses by approximately 15 to 20 dBA $L_{eq[h]}$. Construction noise levels would not be expected to exceed the quantitative noise limits established by Caltrans of 86 dBA L_{max} at 50 feet from job site activities from 9:00 p.m to 6:00 a.m. The Project would be subject to Section 14-8.02, Noise Control of the latest Caltrans Standard Specification and shall implement noise control measures as required by the City of Napa Municipal Code Section 8.08.025.

Vibration Impacts

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Therefore, the Project would not result in generation of excessive vibration during operation. Demolition and construction activities required for construction often generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. The Project would not require pile-driving, which can cause excessive vibration.

Construction activities with the greatest potential of generating perceptible vibration levels would include the removal of pavement and soil, the dropping of heavy objects, and the movement of heavy tracked equipment. Table 2.16-6 presents typical vibration levels that could be expected from representative construction equipment at a reference distance of 25 feet and calculated vibration levels at distances of 50 feet and 100 feet. Vibration levels are highest close to the source and attenuate with increasing distance depending on soil conditions.

Table 2.16-6: Vibration Source Levels of Construction Equipment

Equipment	PPV at 25 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 100 ft (in/sec)
Clam shovel drop	0.202	0.094	0.044
Hydromill (slurry wall) in soil	0.022	0.004	0.002
Hydromill (slurry wall) in rock	0.047	0.008	0.004
Vibratory Roller	0.210	0.098	0.046
Hoe Ram	0.089	0.042	0.019
Large bulldozer	0.089	0.042	0.019
Caisson drilling	0.089	0.042	0.019
Loaded trucks	0.076	0.035	0.017
Jackhammer	0.035	0.016	0.008
Small bulldozer	0.003	0.001	0.001

Caltrans identifies a vibration limit of 0.5 in/sec PPV as the threshold at which there is a potential risk of damage to new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings. Distances to exceedances of the vibration limits for various structure types are shown in Table 2.16-7.

Table 2.16-7: Distance to Exceedance of Vibration Limit by Structure Type

Structure Type	Threshold (in/sec PPV)	Caisson Drilling	Vibratory Roller	Hoe Ram, Large bulldozer	Loaded trucks	Jackhammer
Historic Building	0.25	10 ft	22 ft	10 ft	9 ft	5 ft

Structure Type	Threshold (in/sec PPV)	Caisson Drilling	Vibratory Roller	Hoe Ram, Large bulldozer	Loaded trucks	Jackhammer
Older Residences	0.3	9 ft	18 ft	9 ft	8 ft	4 ft
New Residential and Commercial/Industrial Buildings	0.5	6 ft	12 ft	6 ft	5 ft	3 ft

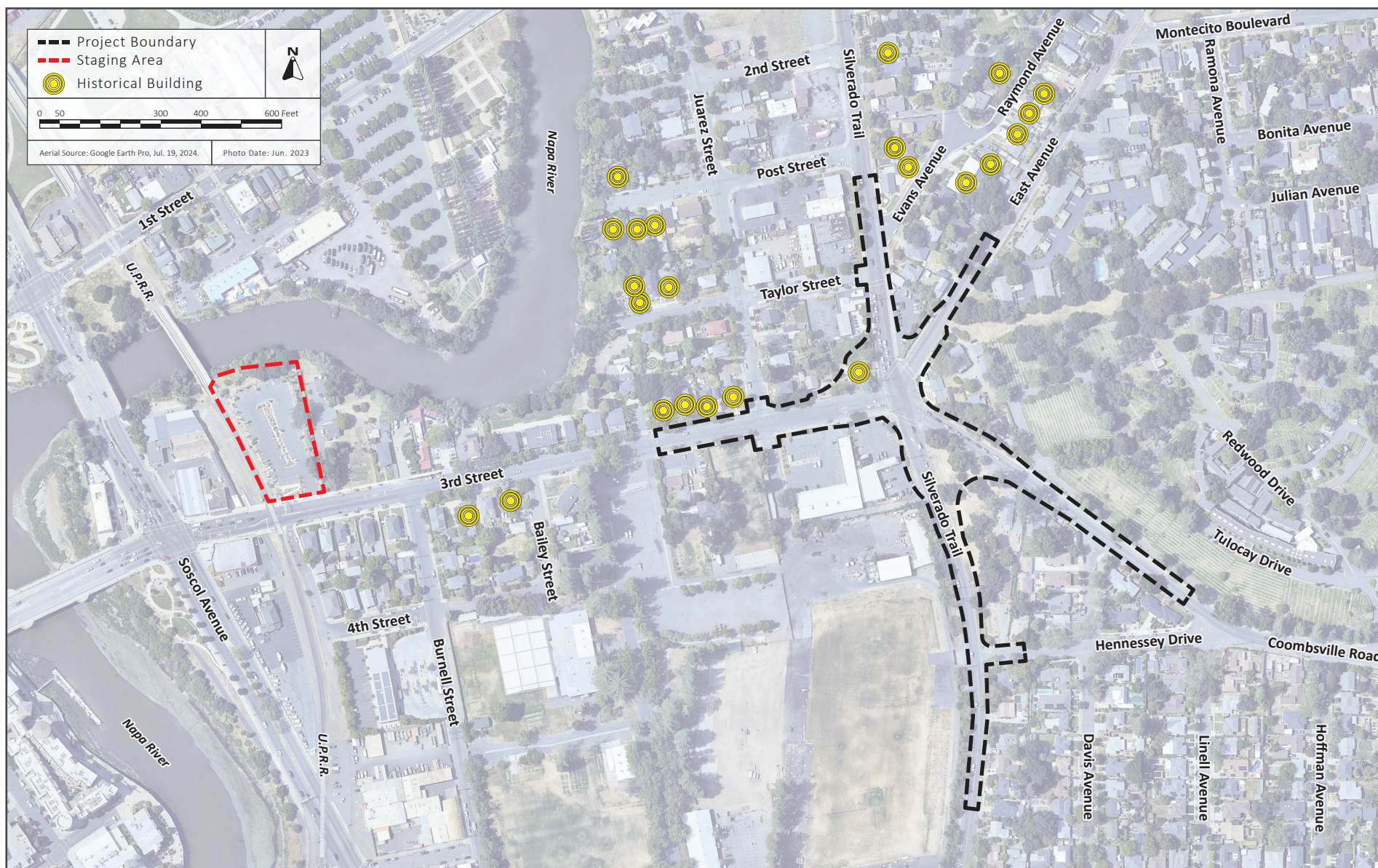
Based on a review of the City of Napa's historic resource inventories/mapping, for the purpose of vibration analysis, there are 23 historical structures located within 500 feet of the Project vicinity, as shown Figure 2.16-10. Of these identified structures, only eight are located within 200 feet of the Project limits. Vibration levels were calculated for each of these eight structures assuming each piece of equipment would operate along the nearest Project boundary closest to each historical building. An additional historic building at 801 Silverado Trail is located within the project limits, however, it would be demolished as part of the Project and therefore, would not be affected by construction vibration.

Vibration levels generated by vibratory rollers and the dropping of heavy objects would exceed the 0.25 in/sec PPV and 0.3 in/sec PPV thresholds at the following historical buildings and older residences, respectively, shown in Figure 2.16-11.

- 406 3rd Street (historical building)
- 1031 Evans Avenue (historical building)
- Garage at 802 Juarez Street (older residence)
- 5 Hennessey Drive (older residence)
- 607 Silverado Trail (older residence)
- Barn at 1017 East Avenue (older residence)
- 36 Coombsville Road (older residence)

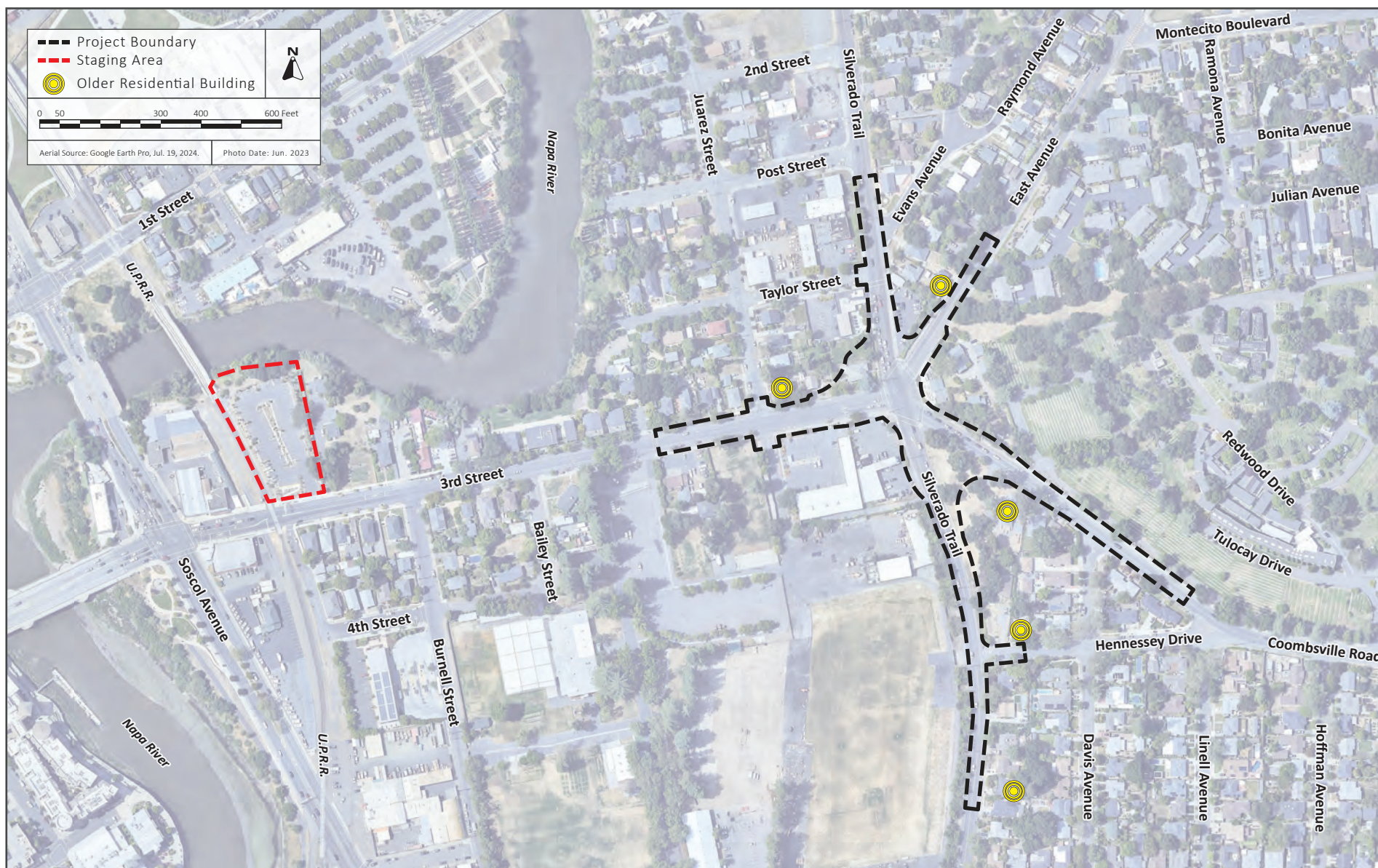
Additionally, vibration levels generated by vibratory rollers, hoe rams, large bulldozers, caisson drilling, and the dropping of heavy objects would exceed the 0.5 in/sec PPV threshold at the following commercial buildings shown in Figure 2.16-12.

- El Rancho Grande at 891 Silverado Trail
- Posh Motors at 800 Silverado Trail
- Napa Tires & Wheels at 713 Silverado Trail



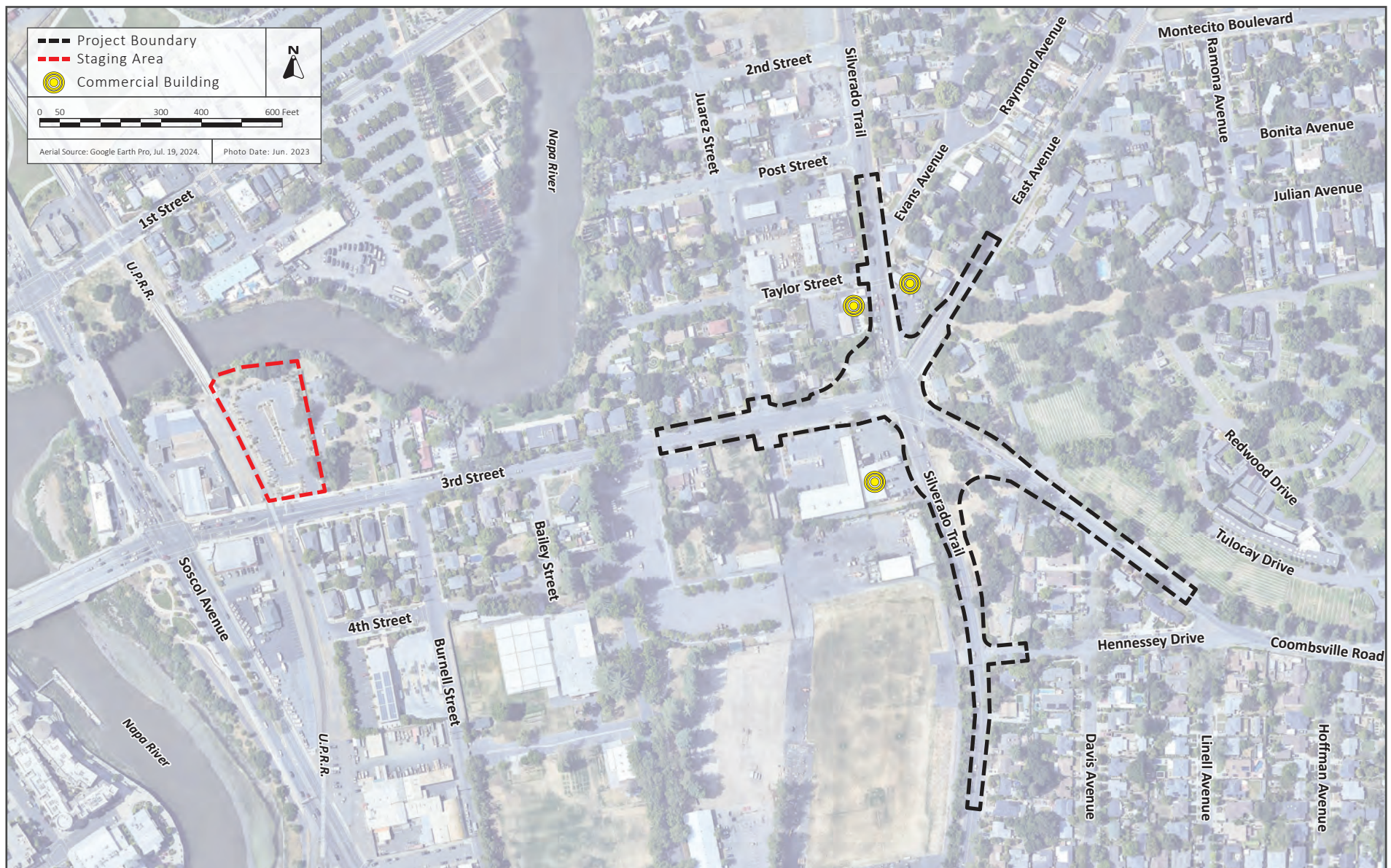
IDENTIFIED HISTORICAL BUILDINGS IN THE PROJECT AREA

FIGURE 2.16-10



IDENTIFIED OLDER RESIDENTIAL BUILDINGS WITHIN 20 FEET

FIGURE 2.16-11



IDENTIFIED COMMERCIAL BUILDINGS WITHIN 15 FEET OF THE PROJECT LIMITS

FIGURE 2.16-12

No-Build Alternative

The No-Build Alternative would not result in any changes to the existing ambient noise environment and would not introduce any new vibration sources.

2.16.5 Avoidance, Minimization, and/or Abatement Measures

This section describes the avoidance, minimization, and mitigation measures that were evaluated for inclusion in the Project.

Measures for Short-Term Construction Noise Impacts

For the purpose of minimizing and avoiding short-term construction noise impacts, the following measures will be implemented by the Project:

- AMM NOI-1.1:** All construction equipment shall conform to Section 14-8.02, Noise Control, of the latest Standard Specifications.
- AMM NOI-1.2:** When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays, with no construction occurring on weekends or holidays. If work is necessary outside of these hours, Caltrans shall require the contractor to implement a construction noise monitoring program and provide additional noise controls where practical and feasible.
- AMM NOI-1.3:** Noise generating equipment shall be located as far as practical from sensitive receptors when sensitive receptors adjoin or are near the construction Project area.
- AMM NOI-1.4:** "Quiet" air compressors and other "quiet" equipment shall be utilized where such technology exists.

Measures for Short-Term Construction Vibration Impacts

The following measures shall be implemented for the purpose of avoiding, minimizing, and mitigating short-term vibration effects that would occur during Project construction.

- MM NOI-2.1:** Avoid the use of vibratory rollers within 25 feet of structures. Static mode compaction shall be used when construction activities are less than 25 feet from structures.
- MM NOI-2.2:** Avoid dropping heavy objects or equipment within 25 feet of structures.
- MM NOI-2.3:** Avoid the use of hoe rams, large bulldozers, and caisson drilling equipment within 15 feet of structures. If vibratory rollers must be used within 25 feet and all other equipment must be used within 15 feet of structures, the following measures will be required:
 - Contractor must perform vibration monitoring, crack monitoring and photo/video documentation of the effected facilities during construction. The requirements to perform vibration monitoring,

crack monitoring and photo/video documentation will be included in the Project's construction specifications as part of the construction contract documents.

2.17 Energy

2.17.1 Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

The California Environmental Quality Act (CEQA) Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

2.17.2 Affected Environment

The information in this section is based primarily on a Energy Analysis Report (September 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

Within the Project limits, energy is primarily consumed in the form of gasoline used for vehicle travel. Vehicle traffic in the area is generated primarily by the many residential, commercial, and civic developments near or within the Project area. Average vehicle miles traveled (VMT) within the City is 1,285,389 miles per day. Trucks, defined as light duty trucks, medium-heavy duty trucks, and heavy-heavy duty trucks are estimated to be 3.9 percent of the vehicle fleet, while all other vehicles (i.e., non-trucks) are estimated to be 96.1 percent.

A poor driving surface can contribute to an increase in fuel consumption. The Pavement Condition Index (PCI)²⁸ for the segment of SR-121 northbound and southbound impacted by the Project is considered "Good/Excellent" with a rating of between 80 and 100. East Avenue has a PCI of between 80 and 100 (Excellent/Very Good), while Third Street and Coombsville Road have a PCI between 60 and 79 (Good/Fair). Thus, the pavement in the Project area is considered in good condition and does not require immediate attention as the ride quality is good to excellent.

Transportation System Management (TSM) strategies located along the corridor include automobile, transit, ridesharing programs, and bicycle and pedestrian elements (i.e., sidewalks). Other sources of energy consumption within the Project limits include electricity used to power streetlights and traffic signals.

²⁸ PCI is a measure of the number and severity of pavement distresses observed during a visual inspection of the roadway expressed as an index from 0 (failed condition) to 100 (excellent or new condition).

2.17.3 Environmental Consequences

Short-Term Construction Impacts

Construction is estimated to last for approximately 18 months. Fuel and energy consumption would be required to operate equipment and power vehicles to, from, and on the site. Construction activities in the area may temporarily increase traffic congestion and slow the speed of traffic, resulting in a temporary increase in fuel consumption. Such an increase would be limited to the immediate area impacted by construction-related traffic.

Fuel and energy consumption that would be consumed during construction of the Project was estimated using Cal-CET2021. The results of the modeling are summarized in Table 2.17-1.

Table 2.17-1: Build Alternative Construction Energy Consumption

Construction Type	Fuel/Energy Source	Annual Average Consumption	Total Consumption
Total Fuel Consumption	Gasoline (gallons)	20,995	41,990
	Diesel (gallons)	48,790	97,580
	Electricity (kWh)	10,520	21,039
Total Energy Consumption (MBTU)	Gasoline	2,524	5,048
	Diesel	6,703	13,406
	Electricity	36	72
	Total	9,263	18,526

The overall construction schedule and process for the Project is already designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully on the site because of the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for efficiency gains during construction are limited. However, incorporation of AMM AIR-1.1 and 1.2 would minimize energy consumption from construction activities.

Additionally, the Project would also be required to comply with the City's Construction and Demolition Debris Recycling Ordinance. As such, 100 percent of identified materials would be source-separated on-site and recycled. Additionally, because the project would exceed 5,000 square feet, it must achieve an overall salvage or recycle rate of 50 percent of all project debris generated. A Waste Reduction and Recycling Plan (WRRP) must be submitted and approved before a building or demolition permit can be issued, and the contractor must demonstrate compliance with the City's requirements at the end of the project by submitting corresponding documentation such as weight tags from appropriate facilities.

For these reasons, the short-term energy used during construction would not be significantly wasteful, inefficient, or unnecessary.

Long-Term Operation Impacts

It is anticipated that traffic will continue to increase at the Project intersection based on population growth forecasts used to develop the City's travel demand model. Increased traffic would result in a corresponding increase in fuel consumption. However, given that the Project would not increase vehicle capacity at the Project intersection or the local roadways, the Build Alternative would not result in an increase in fuel consumption compared to the No Build Alternative. Additionally, the Project would provide a new shared-use path and sidewalks through the proposed roundabouts, which could further reduce VMT and fuel consumption. For these reasons, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. The Project would not obstruct or conflict with the RTP (Plan Bay Area 2050) or other plans for renewable energy or energy efficiency.

Indirect Energy Impacts

Indirect energy usage is primarily associated with project maintenance, i.e., fuel used by equipment for periodic maintenance of the system. Many other sources contribute indirectly to the energy consumption of a transportation system, but they can be difficult to reliably quantify at the project level. Maintenance and landscaping activities are anticipated to be minimal and are necessary in order to maintain the integrity of the system. Therefore, the Project is not anticipated to result in wasteful, inefficient, or unnecessary indirect consumption of energy resources.

No-Build Alternative

The No-Build Alternative would not result in any increase in short-term energy consumption. However, as vehicle delay and congestion increase at the Project intersection, vehicles would idle longer and consume more gasoline over the long-term.

2.17.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

BIOLOGICAL ENVIRONMENT

2.18 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in Section 2.20 Threatened and Endangered Species.

2.18.1 Affected Environment

The information in this section is based primarily on a Natural Environment Study (Minimal Impacts) (NES[MI]) (August 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

To assess the existing biological conditions of the Project site, Sequoia Ecological Consultants conducted a desktop review of available literature and performed a biological survey on March 7, 2024. The Project area primarily consists of paved and gravel surfaces surrounded by residential and commercial development. The roadway is bordered with heavily disturbed shoulders, which include primarily ornamental plants with some sparse non-native annual grassland. One roadside drainage in the Project vicinity runs along the southern end of Silverado Trail and feeds into a culvert; however, this feature does not occur within the Project footprint and will not be impacted. No designated critical habitat exists within or adjacent to the Project limits.

The Napa River is a 55 mile long river that runs from Mount Saint Helena to the San Pablo Bay. Salinity within the river varies from saline and brackish at the bay to freshwater upstream and within the vicinity of the Project site. The river provides riparian habitat which serves as a habitat and wildlife corridor for many terrestrial species. The Napa River is approximately 275 feet from the Project construction limits and separated by the Oxbow School on Third Street, with the exception of the staging area on Third Street where a 200-foot stretch of the Napa River runs parallel to the northern boundary of the staging area. Within the staging area, the ground is paved and vegetation is landscaped. A narrow strip of riparian vegetation on a steep riverbank grows between the staging area and the Napa River.

2.18.2 Environmental Consequences

As previously discussed, there is riparian habitat along the northern boundary of the proposed staging area. There are no other sensitive habitats or communities within the Project limits. The Project would not result in any direct impacts to riparian habitat.

However, the Project could result in indirect impacts to the riparian habitat adjacent to the proposed staging area if construction fluids are spilled or equipment otherwise disturbs the adjacent habitat.

No-Build Alternative

The No-Build Alternative would not affect any natural communities.

2.18.3 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will reduce potentially significant indirect impacts, including stormwater runoff and sedimentation, to the Napa River.

AMM BIO-1.1: A spill prevention plan shall be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, fuel) from entering the Napa River or contaminating adjacent riparian areas. In addition to a spill prevention plan, a cleanup protocol shall be developed before construction begins and will be implemented in case of a spill. The spill prevention plan and cleanup protocol shall be submitted to the Caltrans Engineer prior to construction.

AMM BIO-1.2: Stockpiling of materials, including portable equipment, vehicles and supplies (e.g., chemicals), will be restricted to the designated construction staging areas.

2.19 Animal Species

2.19.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.20 Threatened and Endangered Species, below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

2.19.2 Affected Environment

The information in this section is based primarily on an NES(MI) (August 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The Migratory Bird Treaty Act and California Fish and Game Code protect migratory birds, including their eggs, nests, and young. The killing or harassment of such birds, including activities that may result in the abandonment of active nests during the nesting season (generally, February 1st through October 31st), is prohibited. Roosting bats are protected under the California Fish and Game Commission.

Trees within the Project area could provide nesting habitat for migratory birds, nesting birds, raptors, and roosting bats.

2.19.3 Environmental Consequences

The Project will result in tree removal. Construction activities during the bird breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive

effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact. Tree removal could also potentially impact roosting bats.

No-Build Alternative

No tree removal would occur under the No-Build Alternative and thus, the No-Build Alternative would not affect animal species including nesting migratory birds and roosting bats.

2.19.4 Avoidance, Minimization, and/or Mitigation Measures

The Project shall implement the following measures for the purpose of avoiding and minimizing impacts to nesting migratory birds and roosting bats.

AMM BIO-2.1: The removal of any trees or structures containing suitable bat roosting habitat shall be scheduled to avoid the maternity roost season. To the extent feasible, activities should be restricted to the period between August 31 and April 15.

AMM BIO-2.2: If seasonal avoidance is not possible, within 10 days prior to the start of work, a roosting bat survey shall be performed by a qualified biologist to determine if potential bat roosts or roosting habitat is present on the Project site or within a zone of influence (i.e., 50 feet) and if any avoidance measures are necessary to avoid impacts on bats. If roosting bats or signs of roosting bats are observed, a qualified biologist shall develop a roost deterrent and/or roost exclusion plan. The deterrent/exclusion plan shall include measures to avoid bats potentially using bat tree roost habitat within the Project limits.

2.20 Threatened and Endangered Species

2.20.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and Caltrans, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take Statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.20.2 Affected Environment

The information in this section is based primarily on an NES(MI) (August 2024) that was prepared for the Project. This study is incorporated into this Draft EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The California Natural Diversity Database (CNDDB) identified 25 special-status wildlife species that have the potential to occur in the vicinity of the Project site.²⁹ Out of the 25 species, five species were determined to have the potential to occur within or adjacent to the Project site due to the presence of marginally suitable habitat. The five species with the potential to occur within or adjacent to the Project limits include the green sturgeon (*Acipenser medirostris*), steelhead salmon (*Oncorhynchus mykiss irideus*), chinook salmon (*Oncorhynchus tshawytscha*), longfin smelt (*Spirinchus thaleichthys*), and western pond turtle (*emys marmorata*). These species are discussed in further detail below.

Green Sturgeon

Green sturgeon is a federally threatened anadromous³⁰ fish. During spawning runs, adult fish arrive in the San Francisco Bay between mid-February and early May and then migrate up the Sacramento River. Spawning mainly occurs in cool sections of the upper Sacramento River with deep, turbulent flows and gravel. In the fall, adults move back down the river to the ocean while juveniles remain in the river for approximately five years before moving downstream. Although suitable habitat exists within the Napa River for green sturgeon, they are not typically observed there. Green sturgeon have a very low potential to occur adjacent to the Project limits.

Steelhead Salmon

Steelhead salmon are a federal threatened anadromous fish. Steelhead salmon spawn below natural and manmade impassable barriers from the Russian River to and including Aptos Creek, and all drainages of San Francisco and San Pablo Bays eastward to Chipps Island at the confluence of the Sacramento and San Joaquin Rivers. After maturing in the ocean, adult steelhead return to the Napa River typically between January and March, but upstream migration can occur as late as May in years with abundant late-season rainfall. As most of this migration is nocturnal, not much is known about the specific movement patterns of adult steelhead within the Napa River watershed. Steelhead spawning has been observed frequently in the mainstream Napa River in recent years, although it appears to be associated with dry years when access to preferred tributary spawning grounds is limited by low seasonal streamflow. Juvenile

²⁹ Species included in this analysis were based on the 3- and 5-mile CNDDB query and the National Marine Fisheries Service and USFWS' Information for Planning and Consultation species lists. Other databases, such as CalFish or PISCES were not consulted. Species with listing status below Species of Special Concern, such as those on the CDFW Watch List, were not considered as they are not afforded the same level of protection.

³⁰ Anadromous fish migrate from freshwater where they hatch to the ocean where they spend most of their lives and grow large before returning to freshwater to spawn. Source: North Pacific Anadromous Fish Commission. "Species: What is an Anadromous Fish?". Accessed February 12, 2025. <https://www.npafc.org/species/>

steelhead remain in freshwater for one or more years before migrating to the ocean. Steelhead salmon have high potential to occur within the Napa River due to suitable habitat and recent observation.

Chinook Salmon

Chinook salmon are a federally endangered anadromous fish. Late fall-run chinook are found primarily in the Sacramento River, where most spawning and rearing of juveniles takes place in the reach between the Red Bluff Diversion Dam and Redding below the dam. The historical abundance and distribution of chinook salmon in the Napa River is not well understood. In the 2000s, juvenile salmon were regularly collected from the Napa River and adult spawning was observed in most years, suggesting recolonization within the river. Spawning chinook salmon return to the Napa River in the fall, typically around late September and early October. Adult fish will hold in the lower river and estuary for a month or more and will swim upstream from the estuary with the first rains for spawning. Spawning in the Napa River occurs between November and January, but may be observed as early as September. Young chinook salmon remain in the Napa River until they are approximately three to four inches long and travel to the estuary, which occurs throughout the spring, peaking in May. Chinook salmon have high potential to occur within the Napa River due to suitable habitat and recent observations.

Longfin Smelt

Longfin smelt are an anadromous, federal candidate for listing and are state threatened. Within areas north of the Bay-Delta, longfin smelt use a variety of habitat including coastal lagoons, bays, estuaries, sloughs, tidal freshwater streams, and offshore. Especially during wet years, the Napa River and its estuary may be an important spawning and rearing area for longfin smelt. Smelt spawn from November through May, with a peak from February through April. Densities of longfin smelt in the Napa River have been observed to be low compared to other freshwater rivers and tributaries in the region. However, there is still a high potential for longfin smelt to occur within the Napa River due to the presence of suitable habitat.

Western Pond Turtle

The western pond turtle (WPT) is a federal candidate for listing and a State Species of Special Concern. WPT prefer aquatic habitat with refugia such as undercut banks and submerged vegetation and require emergent basking sites such as mud banks, rocks, logs, and root wads. WPT have been observed in slow-moving rivers, streams, lakes, reservoirs, wetlands, stock ponds, and sewage treatment plants. They also regularly utilize upland terrestrial habitats, most often during summer and winter, especially for nesting, overwintering, and overland dispersal. Females have been found as far as 500 meters from a watercourse in search of suitable nesting habitat.

The northern boundary of the proposed staging area abuts riparian vegetation and is approximately 50 feet south of the Napa River. Suitable habitat for WPT occurs within the Napa River. At the proposed staging area, the bank offers marginal overland travel as it is mostly too steep for incidental travel. The closest CNDDDB records of a WPT are dated 2017 at Napa College, approximately 1.3 miles south of the Project limits. For

these reasons, there is potential for WPT to occur adjacent to the proposed staging area.

2.20.3 Environmental Consequences

A summary of all the USFWS and NOAA Fisheries species considered and the effect findings for each species is provided in Table 2.20-1.

Table 2.20-1: FESA Preliminary Effect Findings

Common Name	Scientific Name	Status	Effect Finding	Effect Finding for Critical Habitat (if applicable)
Conservancy fairy shrimp	<i>Branchinecta conservation</i>	FE	No effect	N/A
Monarch-California overwintering population	<i>Danaus plexippus pop. 1</i>	FC	No effect	N/A
California freshwater shrimp	<i>Syncaris pacifica</i>	FE	No effect	N/A
Green sturgeon Southern Distinct Population Segment (sDPS)	<i>Acipenser medirostris pop. 1</i>	FT	No effect	N/A
Steelhead salmon – California coast Distinct Population Segment (DPS)	<i>Oncorhynchus mykiss irideus pop. 8</i>	FT	No effect	N/A
Chinook salmon Central Valley fall/late fall-run Evolutionary Significant Unit (ESU)	<i>Oncorhynchus tshawytscha pop. 13</i>	FE	No effect	N/A
Longfin smelt	<i>Spirinchus thaleichthys</i>	FC	No effect	N/A
Western spadefoot	<i>Spea hammondi</i>	FC	No effect	N/A
California red-legged frog	<i>Rana draytonii</i>	FT	No effect	N/A
Western pond turtle	<i>Emys marmorata</i>	FC	No effect	N/A
California least tern	<i>Sterna antillarum browni</i>	FE	No effect	N/A
Northern spotted owl	<i>Strix occidentalis caurina</i>	FT	No effect	N/A
Salt-marsh harvest mouse	<i>Reithrodontomys raviventris</i>	FE	No effect	N/A

*Status: Federally Endangered (FE); Federally Threatened (FT); Federal Candidate (FC)

Five special-status species were determined to have the potential to occur adjacent to the Project limits: green sturgeon, steelhead salmon, chinook salmon, longfin smelt, and WPT. All five of these species have the potential to occur within the Napa River, adjacent to the northern boundary of the proposed staging area and WPT also has the potential to occur in riparian habitat between the Napa River and proposed staging area. The proposed staging area would be isolated from the primary Project construction and would be used primarily as a laydown area for equipment. The majority of the Project limits are separated from the Napa River by approximately 275 feet of developed, urban land. For these reasons, the Project would not directly affect the Napa

River and any of the associated special-status fish species. Any potential indirect effects to special-status fish species would be avoided through incorporation of construction BMPs and post-construction stormwater treatment controls (see Section 2.11 Water Quality and Stormwater Runoff) and implementation of AMM BIO-1.1 through AMM BIO-1.2 (see Section 2.18 Natural Communities) to prevent runoff pollution.

The project is expected to have no effect on fish species and western pond turtle because of the distance between the Napa River and the construction area is sufficient. The staging area will incorporate AMMs to prevent indirect impacts to these species to no effect.

The Project would not result in the hunting, catch, capture, or killing or an attempt to hunt, catch, capture, or kill CESA species.

No-Build Alternative

The No-Build Alternative would not result in any effects on threatened and endangered species.

2.20.4 Avoidance, Minimization, and/or Mitigation Measures

The Project shall implement the following measures for the purpose of avoiding and minimizing impacts to special-status species.

AMM BIO-3.1: Before any ground-disturbing activities begin, a qualified biologist, defined as a person who possesses, at minimum, a bachelor's degree in biological sciences, zoology, botany, ecology, or another closely-related field, and who is familiar with western pond turtle, shall conduct a training session for all on-site project personnel. At a minimum, the training will include a description of western pond turtle terrestrial behavior, as well as nesting birds, roosting bats—specifically, the pallid bat, the importance of these species, legal protections, the measures that are being implemented to avoid and minimize impacts as they relate to the Project, and the boundaries within which work may occur.

AMM BIO-3.2: The boundaries of the work area where natural vegetation occurs shall be clearly staked or otherwise delineated on the plans to prevent workers or equipment from inadvertently straying from the work area. All construction personnel, equipment, and vehicle movement shall be confined to designated construction and staging areas.

AMM BIO-3.3: Plastic monofilament netting (erosion control matting) or similar material shall not be used because wildlife may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackifier hydroseeding compounds.

AMM BIO-3.4: To prevent special-status species from entering the construction staging area, exclusion fencing (e.g., silt fence) shall be constructed in strategic locations in and around all work areas within 100 feet of all

aquatic features. Exclusion fencing shall be installed prior to the start of Project-related activities and should be placed within 10 feet of the edge of work areas. Permittee shall maintain the barrier throughout all construction activities.

A Qualified Biologist shall inspect the area prior to fence installation. The interior and exterior of the exclusion fencing shall be inspected by WEAP-trained crews at least once daily before 9:00 a.m. each day to ensure that no special-status species are trapped against the fencing, where they could desiccate or be predated upon. The Project proponent shall maintain and repair the barrier immediately to ensure that it is functional and without defects. The barrier shall remain in place until project activities in that area have been completed and construction equipment has been removed from the site.

If wildlife is found along the fence, a Qualified Biologist shall be consulted. The Project proponent shall avoid damage to small mammal burrows to the maximum extent possible during installation of the exclusion fencing. The Project proponent shall also ensure that silt fencing and/or other erosion control methods used to prevent sediment or other debris from passing into aquatic habitat that is within 100 feet of Project construction activities does not create a barrier to special-status species movement.

AMM BIO-3.5: Crews shall check for wildlife under all vehicles, equipment, materials, or otherwise suitable locations for wildlife, such as western pond turtle, to hide. Workers shall inspect under vehicles and equipment for wildlife before vehicles and equipment are moved or have been idle for five minutes. If wildlife is present, they shall be allowed to move out of the construction area under their own volition.

Chapter 3 California Environmental Quality Act (CEQA) Evaluation

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The Project is subject to federal and state environmental review requirements because the City of Napa proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires an approval from FHWA. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Napa is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the lead agency to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of “mandatory findings of significance,” which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA ENVIRONMENTAL CHECKLIST

This 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 projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related

to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Aesthetics

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

No Impact. There are no designated scenic vistas in the Project vicinity. Scenic vistas identified in the City of Napa 2040 General Plan EIR include the Vaca Range, Mayacamas Mountains, and views of agricultural fields and vineyards in the countryside adjacent to the City. The Project is located within an urban area of the City and would

not adversely affect views from the Vaca Range or Mayacamas Mountains or views of agricultural fields or vineyards.

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

No Impact. The project would result in the removal of existing trees and other stands of natural vegetation and would result in the removal of one residence at 801 Silverado Trail listed on the City of Napa Historic Resources Inventory. SR 121 within the Project limits is listed as an eligible, but not officially designated, state scenic highway. The Project would not make any changes that would affect scenic resources visible from an officially designated state scenic highway.

- 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?

Less than Significant Impact. The Project is located within an urban area of the City of Napa. The Project would comply with applicable regulations governing scenic quality. The Project would provide new landscaping and would be constructed in compliance with PF VIS-1.1 through 1.4 and the AMMs described in Section 2.8 Visual/Aesthetics.

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

Less than Significant Impact. New overhead lights would be added which would increase the nighttime light levels in the neighborhoods immediately adjacent to the Project limits. The new overhead lights would not result in a substantial new source of light, as overhead lights along roadways are a common feature in residential neighborhoods. Light impacts from overhead lights would be further reduced by AMM VIS-1.5, which would require that shielding be incorporated to limit light trespass.

3.2.2 Agriculture and Forestry Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Agriculture and Forestry Resources

- a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

And

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

And

- c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

And

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

And

- e) Would the Project 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 area is urbanized and developed. There are no farmlands or timberlands located within or adjacent to the Project limits. No lands mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are located in the Project vicinity. No parcels subject to a Williamson Act contract or zoned for agricultural use, timberland, or forest land are present within or adjacent to the Project limits. The Project would not convert any agricultural or forest land to other uses.

3.2.3 Air Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Air Quality

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

No Impact. As discussed in Section 2.15 Air Quality, the Project conforms to the Clean Air Plan. As shown in Table 2.15-4 the long-term operational emissions of air pollutants would be the same under the Build Alternative and the No-Build Alternative.

- b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. Per the Air District's CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed above, the Build Alternative would not increase operational emissions as compared to the No-Build Alternative as the number of vehicle trips in the area will not change with implementation of the Project. As shown in Table 2.15-6, construction of the Project would result in criteria air pollutant emissions. The Project construction emissions would not exceed the Air District's construction thresholds for ROG, NO_x, and PM_{2.5} of 54 pounds per day or PM₁₀ threshold of 82 pounds per day. Implementation of AMM AIR-1.1 to AIR-1.2 and PF AIR-1.1 to AIR-1.2 would reduce construction emissions. As a result, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

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

Less than Significant Impact. The Project would not result in an increase in VMT or other permanent sources of air pollutants. Therefore, Project operation would not expose nearby sensitive receptors to substantial pollutant concentrations. The Project would introduce new sources of TACs during construction that would affect nearby sensitive receptors. The primary health risk impacts associated with construction would be cancer risks associated with diesel exhaust, which is a known TAC, and exposure to high ambient concentrations of dust (i.e., PM_{2.5}).

As discussed in Section 2.15 Air Quality, the Project would have a less than significant impact for criteria pollutants and therefore, the Project would also result in no adverse health effect. Additionally, the Project would be required to implement AMM AIR-1.1 and AIR-1.2 and PF AIR 1.1 to AIR 1.2 as required by Caltrans' Standard Specifications and the Air District's recommended BMPs, which would further reduce potential health risk impacts by reducing construction equipment exhaust emissions and fugitive dust generated during ground-disturbing activities.

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

Less than Significant Impact. The Project would not include any odor causing operations, and any odors emitted by diesel equipment during construction would be temporary and localized.

3.2.4 Biological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Biological Resources

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

Less than Significant Impact. No special-status plant species would be affected by the Project due to a lack of suitable habitat within and adjacent to the Project limits. As discussed in Section 2.20 Threatened and Endangered Species, there are five special-status species that have the potential to occur in the Napa River adjacent to the proposed staging area: green sturgeon, steelhead salmon, chinook salmon, longfin smelt, and WPT. Additionally, trees within and adjacent to the Project limits could provide habitat for nesting birds and roosting bats. Project construction activities could result in impacts to these species, however, with incorporation of the AMMs described in Section 2.18 Natural Communities, 2.19 Animal Species, and 2.20 Threatened and Endangered Species, potential impacts would be reduced to a less than significant level.

- b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact. As discussed in Section 2.18 Natural Communities, there is riparian habitat along the northern boundary of the proposed staging area. There are no other sensitive habitats or communities within or adjacent to the Project limits. The Project would not result in any direct impacts to the riparian habitat but Project construction activities could result in indirect impacts if construction fluids are spilled or equipment otherwise disturbs the habitat. However, with incorporation of AMM BIO-1.1 to 1.2, Project construction impacts would be reduced to a less than significant level.

- c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. There are no wetlands within the Project limits. There is one roadside drainage ditch along the southern end of SR 121, outside the Project limits. The Project would not directly impact the drainage ditch or any other aquatic resource through direct removal, filling, or hydrological interruption. Indirect impacts associated with runoff are discussed in Section 2.11 Water Quality and Stormwater Runoff and Section 2.18 Natural Communities. With incorporation of the AMMs described in these sections, the Project would not have a substantial adverse effect on the roadside drainage or any other aquatic resources.

- d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. As described under checklist question a), the Project has the potential to impact special-status fish species that migrate up the Napa River to spawn, migratory birds, and bat roosts. However, with implementation of PF BIO-1.1 and the AMMs described in Section 2.18 Natural Communities, 2.19 Animal Species, and 2.20 Threatened and Endangered Species, impacts to migratory fish and wildlife,

wildlife corridors, and wildlife nursery sites would be reduced to a less than significant level.

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

Less than Significant Impact. The Project would remove existing street trees. The Project would comply with the City of Napa Municipal Code Chapter 12.44.030 regarding the planting and removal of street trees. The Director of Community Development may remove or cause to be removed any hazardous tree, hedge, shrub, or plant from any city property or within a public right-of-way or where necessary for any engineering reason. The Project includes the installation of new landscaping and street trees within the Project limits. The Project would comply with the applicable City ordinances and policies and would therefore have a less than significant impact.

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

No Impact. No Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) exist in the City of Napa. Therefore, the proposed Project would have no impact related to conflicting with provisions of an adopted HCP or NCCP.

3.2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Cultural Resources

- a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

Significant and Unavoidable Impact. As described in Section 2.9 Cultural Resources, the Project would demolish the existing residence at 801 Silverado Trail. The residence

is currently listed on the City's HRI as a contributor to the East Napa Historic District. Therefore, the residence would be considered a historical resource pursuant to CEQA Guidelines Section 15064.5. According to CEQA Guidelines Section 15064.5(b), a "project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Substantial adverse change is defined as: "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."³¹

The Project design team considered the feasibility of relocating the residential structure as part of the Project, however, given the style of construction and foundation type it was determined the structure could not feasibly be moved. The Project would demolish the existing residence at 801 Silverado Trail, making the property no longer eligible for listing in the City's HRI and impacting the integrity of the East Napa Historic District by removing one of its contributing properties. Therefore, the Project would result in a significant impact on historical resources according to CEQA Guidelines Section 15064.5. MM CULT-1.1 would require the Project sponsor to document the historical resource to be demolished which would lessen the significant cultural resources impact; however, the impact after mitigation would remain significant and unavoidable.

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

And

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

No Impact. As discussed in Section 2.9 Cultural Resources, the Project area ranges from low to high sensitivity for buried archaeological resources. There is potential for the Project to encounter buried archaeological resources, including human remains, during ground-disturbing construction activities. However, incorporation of PF CULT-1.1 and PF CULT-1.2 would ensure that any buried archaeological resources or human remains that are inadvertently discovered during Project ground-disturbing activities are properly handled. For these reasons, the Project would not cause an adverse change in the significance of an archaeological resource or disturb human remains.

³¹ CEQA Guidelines Section 15064.5(b)(1).

3.2.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Energy

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

And

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

Less than Significant Impact. As discussed in Section 2.17 Energy, the Project would not result in a change in VMT and therefore would not result in an increase in vehicle fuel usage. The Project would not introduce any substantial new sources of energy consumption. Energy would not be used inefficiently, wastefully, or unnecessarily during Project operation or construction. The Project would comply with applicable renewable energy and energy efficiency plans and laws such as the City of Napa's Construction and Demolition Debris Recycling Ordinance.

3.2.7 Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Geology and Soils

- a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- ii. Strong seismic ground shaking?
- iii. Seismic-related ground failure, including liquefaction?
- iv. Landslides?

Less than Significant Impact. The Project is not located within an Alquist-Priolo Fault Zone and there are no known earthquake faults crossing the Project limits. Therefore, the site is not subject to ground rupture. The Project would be subject to strong ground shaking in the event of an earthquake, particularly one located along the West Napa Fault. However, the Project would be constructed in accordance with City of Napa and Caltrans codes and standards and in accordance with the recommendations contained in the Project's design-level geotechnical investigation to reduce the risk of damage from seismic activity.

Based on boring data collected on-site, there does not appear to be potential for liquefaction at the site. However, as required by AMM GEO-1.1., further testing will be required to verify liquefaction potential at the site. Liquefaction risks would be accounted for in the final design phase.

The majority of the Project site has low potential for landslides due to its relatively flat nature. The Tulocay Cemetery, adjacent to the east of the project limits, is mapped as having moderate potential for landslides. The Project would not exacerbate landslide potential risks at the site.

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

Less than Significant Impact. The Project site is relatively flat, lessening the chance for substantial erosion or siltation. Conformance with Caltrans and City of Napa civil, geotechnical engineering, and construction and post-construction stormwater BMPs (described further in Section 2.11 Water Quality) would further reduce any risk of substantial erosion or siltation to a less than significant level.

- c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. The majority of the Project site has low potential for landslides and the risk for lateral spreading, liquefaction, and soil collapse at the site is considered low based on data collected on-site. The Project is not underlain by soils that are unstable or would become unstable as a result of implementation of the Project.

- d) Would the Project 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?

Less than Significant Impact. The majority of soils in the Project area have a low expansive potential. The western section of the Project limits is mapped as having a moderate expansive potential. As previously discussed, the Project would be completed in accordance with City of Napa and Caltrans codes and standards and in accordance with the recommendations contained in the Project's design-level geotechnical investigation to reduce the risk of damage from expansive soils.

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

No Impact. The Project would not include the use of a septic tank or alternative wastewater disposal systems.

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

Less than Significant Impact. As discussed in Section 2.13 Paleontology of this Draft EIR/EA, based on the lack of known paleontological resources within 10 miles of the Project site and the level of ground disturbance required by the Project, it is unlikely that construction would encounter any undisturbed pre-Holocene sediments with fossils.

3.2.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Greenhouse Gas Emissions

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

Less than Significant Impact. GHG emissions associated with the proposed Build Alternative would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. The Project

would result in approximately 1,001 MT of CO₂e per year and a total of 1,501 MT of CO₂e for the whole duration of construction.³² Neither the Air District nor the City of Napa recommend a GHG emissions threshold of significance for construction emissions. As described in Section 2.15 Air Quality, the Project would be required to implement control measures during construction that would limit emissions generated by equipment used. For these reasons, Project construction would not generate a significant amount of GHG emissions.

As previously described in Section 2.15 Air Quality, the Project would not result in a change in VMT for the Project area and would not include any stationary sources of GHG emissions. Additionally, the Project may result in less GHG emissions due to reduced vehicle delay (e.g., idling) at the intersection. For these reasons, Project operation would not generate a significant amount of GHG emissions.

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

Less than Significant Impact. At the time of preparation of this Draft EIR/EA, the City of Napa has not adopted a GHG Reduction Strategy. The Project would result in no net permanent increase in GHG emissions and could reduce GHG emissions by reducing vehicle idling at the Project intersection. Additionally, by providing a new shared-use path through the Project intersection the Project would be consistent with the 2017 Clean Air Plan Transportation Control Measure TR9: Bicycle and Pedestrian Access and Facilities, which encourages planning for bicycle and pedestrian facilities. Therefore, the Project would not conflict with the 2017 Clean Air Plan or another plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

3.2.9 Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³² Illingworth & Rodkin, Inc. Air Quality Report: Intersection Improvements at Silverado Trail (SR 121)/Third Street/Coombsville Road/East Avenue. Appendix C: Cal-CET2021 Construction Emissions Calculation. October 2024.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Hazards and Hazardous Materials

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

Less than Significant Impact. Construction of the proposed Project would require the temporary use of gasoline-, diesel- or electric-powered equipment; as well as the use of hazardous materials including petroleum products, lubricants, cleaners, paints, and solvents. Once operational, these materials would also be utilized for occasional maintenance on an as-needed basis (likely not more than once each year). These materials would be used in accordance with relevant federal, state, and local laws. If used as directed, these materials would not pose a hazard to the environment or workers or persons in the vicinity.

Similar to existing conditions, hazardous materials could be transported by commercial and/or private vehicles along the Project roadways. Vehicles operating on public roads are subject to all local, state, and federal regulations governing the transport of hazardous materials. This includes, but is not limited to, the Hazardous Materials Transportation Act. Additionally, all public roadways constructed within the City and County of Napa are required to adhere to all applicable roadway design standards and

regulations. For these reasons, the proposed Project would not result in a significant impact related to the routine transport, use, and disposal of hazardous materials.

- b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. As discussed in Section 2.14 Hazardous Waste/Materials, Project construction could expose workers to ADL, ACMs, and LBP. However, with implementation of PF HM-1.1 through 1.3 and the AMMs described in Section 2.14 Hazardous Waste/Materials, hazardous materials would be properly handled and disposed of during Project construction, resulting in a less than significant impact.

- c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. There are several schools within a quarter-mile of the Project site, including the Oxbow School, located at 530 Third Street, the Children's Cottage Child Care, located at 1078 East Avenue, and Alta Heights Elementary School, located at 15 Montecito Boulevard. However, as previously discussed, Project operation would not introduce any new uses that would include hazardous emissions or handling of acutely hazardous materials. Project construction would involve the temporary use of gasoline-, diesel- or electric-powered equipment; as well as the use of hazardous materials including petroleum products, lubricants, cleaners, paints, and solvents. Use of these materials would be limited to the Project work limits and the construction staging area. As discussed in Section 2.15 Air Quality, emissions associated with Project construction would not have a significant health risk impact on nearby schools. Project construction would also potentially disturb surfaces and structures containing hazardous materials such as ACMs, LBP, and ADL. However, with implementation of AMM HM-1.1 through 1.7, these impacts would be reduced to a less than significant level. For these reasons, the Project would not have a significant hazardous materials impact on schools within a quarter-mile.

- d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than Significant Impact. There are several sites adjacent to the Project limits that are included on the Cortese List. These sites include the Beacon/Texaco gas station, Napa Valley Expo, and Fornasier Property. However, all three of these sites are closed cases and with implementation of AMM HM-1.1 through HM-1.5, any residual hazardous materials that may have impacted the soils on-site would be properly handled and disposed of so as to not create a significant hazard to the public or the environment.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use

airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

No Impact. The Project alignment is not located within the impact area of the Napa County Airport, the nearest airport to the Project alignment.³³ The Project would not include any structures that would require submittal to the FAA for airspace safety review. For these reasons, the Project would not result in a significant airport and aircraft safety hazard impact to the Project area.

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

Less than Significant Impact. During construction, at least one travel lane in each direction of SR 121 will be kept open during peak hours, as will Third Street, Coombsville Road, and East Avenue. Closures, if necessary, will occur only at night. A TMP would also be prepared in coordination with the local emergency response agencies to ensure that adequate emergency access is provided throughout Project construction. Project operation would improve traffic circulation and safety at the site intersection, resulting in a long-term benefit to emergency response and evacuation. For these reasons, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. There are areas of local responsibility classified as moderate fire hazard zones along Coombsville Road near the City's limits, approximately a half-mile east of the Project site.³⁴ The Project would not exacerbate wildfire risk within the moderate fire hazard zone or anywhere else. As previously described, access through the intersection would be maintained throughout construction and potential detours would be scheduled in coordination with NFD as needed. Project operation would result in improved access and safety through the intersection. For these reasons, the Project would not impact evacuation routes or otherwise result in wildfire impacts.

³³ Napa County Airport Land Use Commission. Airport Land Use Compatibility Plan. Revised December 1999. Figure 5C Airport Impact Areas.

³⁴ CAL FIRE. City of Napa – Napa County Local Responsibility Area Fire Hazard Severity Zones. Adopted February 24, 2025. <https://calfire.app.box.com/file/1785863301140>

3.2.10 Hydrology and Water Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Hydrology and Water Quality

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

Less than Significant Impact. As discussed in Section 2.11, the Project would comply with the Caltrans NPDES permit, Construction General Permit, and MS4 by implementing BMPs, stormwater treatment controls, and a SWPPP as required by AMM WQ-1.1 through WQ-1.3.

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

Less than Significant Impact. The Project would result in approximately 0.30 acres of net new impervious surfaces on-site, which would not substantially interfere with groundwater recharge. The Project would not utilize or otherwise deplete existing groundwater supplies. For these reasons, the Project would not impede sustainable groundwater management of the basin.

- c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; 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 impede or redirect flood flows?

Less than Significant Impact. As previously discussed, the Project would result in a net increase in impervious surfaces on-site. However, the project would be required to implement stormwater treatment controls per the requirements of the MS4 permit to prevent substantial erosion, siltation, and stormwater pollution. The Project would not alter the course of the Napa River or any other bodies of water. Therefore, the Project would not result in a significant impact associated with erosion, flooding, or stormwater pollution and would not exceed the capacity of existing or planned stormwater drainage systems.

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

Less than Significant Impact. The middle portion of the Project site is located in an area with an elevated flood risk equivalent to between a 500-year and 100-year flood risk and the western portion of the Project site is located in a 100-year floodplain. As previously discussed, the risk of pollutants would be temporarily increased during project construction, however, the Project would incorporate BMPs and SWPPP requirements to reduce pollution risk during construction. The Project would also implement LID based stormwater treatment controls, which would also help treat water in a flood event.

The Project site is not located within a tsunami hazard area³⁵ and is not subject to seiches due to its distance from the shoreline of the San Francisco Bay. For these reasons, the Project would not risk release of pollutants due to inundation in flood hazard, tsunami, or seiche zones.

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

Less than Significant Impact. As previously discussed, the Project would be in compliance with the Construction General Permit and MRP. The Project would not utilize or otherwise deplete groundwater resources. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

3.2.11 Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Land Use and Planning

- a) Would the Project physically divide an established community?

Less than Significant Impact. Examples of projects that have the potential to physically divide an established community include new freeways and highways, major arterial streets, and railroad lines. In the Project area, SR 121 currently physically divides the community. While the Project would modify the existing intersection along SR 121, it would not introduce a new highway or other physically divisive feature. The Project would include a new buffered bicycle and pedestrian path throughout the proposed roundabouts and pedestrian crossings that would improve bicycle and pedestrian connectivity in the Project area. For these reasons, the Project would not physically divide an established community.

³⁵ California Department of Conservation. California Tsunami Maps. Accessed February 19, 2025. <https://www.conservation.ca.gov/cgs/tsunami/maps>

- b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project would be consistent with the goals and policies of the City's General Plan, Bicycle Plan, and Pedestrian Plan to make improvements along SR 121, promote increased pedestrian and bicycle connectivity, improve safety, and meet LOS standards.

The Project would require the acquisition of additional right-of-way, as previously described in Table 1.4-1. The right-of-way acquisition would result in some land use changes, including the conversion of one full residential property into roadway facilities. Other properties would also be partially converted. However, the Project would not introduce any new land uses that would conflict with the surrounding properties that would remain. The Project would not conflict with the City's land use plans and policies.

3.2.12 Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Mineral Resources

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

And

- b) Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. There are no known mineral resources within the Project site, or the City of Napa.³⁶ Therefore, the Project would not impact mineral resources.

³⁶ City of Napa. General Plan Update Partial Recirculated Draft Environmental Impact Report (SCH# 2021010255) . June 2022.

3.2.13 Noise

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 nautical 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Noise

- a) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. As discussed in Section 2.16 Noise and Vibration, the Project would not result in significant short-term or long-term noise impacts. The Project would additionally be required to incorporate AMM NOI-1.1 through NOI-1.6 per Caltrans' Standard Specifications, which would further reduce construction noise impacts.

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

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 2.16 Noise and Vibration, Project construction would result in vibration levels that could cause damage to existing buildings. However, with incorporation of MM NOI-2.1 through NOI-2.3, potential impacts to adjacent buildings would be reduced to a less than significant level.

- 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 nautical miles of a

public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

No Impact. The Napa County Airport, the nearest airport to the Project site, is located approximately five miles south of the Project limits. Additionally, the proposed roundabouts Project would not introduce any new residences or workplaces to the site. The Project would not expose people residing or working in the area to excessive airport noise levels.

3.2.14 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Population and Housing

- a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. The proposed intersection improvements would not directly induce population growth by proposing new homes or businesses. The Project would improve vehicle congestion and safety features of the existing intersection, which could make the area more attractive for development to an extent. However, the Project would not extend the existing roadway or otherwise drive growth in unplanned areas or areas where growth is not currently foreseeable. For these reasons, the Project would not result in substantial unplanned growth.

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

Less than Significant Impact. The Project would require a full right-of-way acquisition of one residential property. Assuming the City's average of 2.50 persons per household,³⁷ the Project would conservatively displace two residents. In comparison

³⁷ California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark." Accessed: February 19, 2025. Available at:

with the City's population of 77,174 persons, this would not be a substantial displacement of existing people or housing. The Project would not directly necessitate the construction of replacement housing elsewhere, as the displaced people would likely be able to find available housing within the City's 31,994 existing housing units.³⁸

3.2.15 Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Public Services

No Impact. The proposed intersection improvements are not a land use project (e.g., residential, commercial, industrial, etc.) and would not directly introduce new residents or workers to the Project area. The Project would make improvements to an existing intersection and, as aforementioned, would not result in any new residents or workers in the area that would increase demand upon local public services, particularly fire protection services, police services, schools, parks, or libraries. Therefore, no new or physically altered governmental facilities would be needed to accommodate the project.

During construction, at least one travel lane in each direction of SR 121 will be kept open during peak hours, as will Third Street, Coombsville Road, and East Avenue. Closures, if necessary, will occur only at night. A TDM would also be prepared in coordination with the NFD and NPD to ensure that adequate emergency access is provided throughout Project construction. Project operation would improve traffic circulation and safety at the site intersection, resulting in a long-term benefit to fire and police response times. For these reasons, the Project would not result in significant

<https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>

³⁸ Ibid.

environmental impacts associated with the construction of new or physically altered governmental facilities.

3.2.16 Recreation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance 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 intersection improvements and is not a land use project (e.g., residential, commercial, industrial, etc.). As previously discussed, the Project would make improvements to an existing intersection and would not introduce any new residents or workers to the area who would increase demand upon existing parks or other recreational facilities.

- b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project does not include any recreational facilities and as noted above, would not require the construction or expansion of existing recreational facilities.

3.2.17 Transportation

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

CEQA Significance Determinations for Transportation

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

Less than Significant Impact. The Project is listed in, and therefore consistent with, MTC's Plan Bay Area 2050, which is the RTP.³⁹ The Project is also included in the adopted 2025 TIP for the San Francisco Bay Area.⁴⁰ The No Build Alternative would not be consistent with the RTP and TIP.

The Project would also be consistent with City of Napa General Plan policies TE 3-3, TE 3-5, and TE 5-1 and the City's Bicycle and Pedestrian Master Plans because it would improve bicycle and pedestrian facility connections and intersection safety and accessibility. The No Build Alternative would not be consistent with the Bicycle Master Plan, Pedestrian Master Plan, or the General Plan's policies that relate to bicycle and pedestrian facility improvements. For these reasons, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

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

Less than Significant Impact. Historically, transportation analyses prepared under CEQA have utilized delay and congestion on the roadway system as the primary metric

³⁹ RTP Project ID 21-T07-056

⁴⁰ TIP Project ID NAP170009

for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to a proposed project. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections. Therefore, in 2013, SB 743 became law, which requires jurisdictions to stop using congestion and delay metrics, such as level of service (LOS), as the measurement for CEQA impacts in a transportation analysis. Per SB 743, by July 2020, all public agencies were required to base the determination of transportation impacts under CEQA on VMT rather than LOS. Section 15064.3(b)(2) of the CEQA Guidelines states that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact.

The City of Napa's adopted VMT thresholds of significance do not include a threshold for transportation improvements projects such as the proposed intersection improvements. Therefore, this discussion is based on Caltrans' Transportation Analysis Under CEQA (2020) guidelines. Section 5.1.1 of Transportation Analysis Under CEQA establishes screening criteria for non-capacity increasing projects. Projects that fit these criteria may be assumed to have a less than significant VMT impact. The following screening criteria are applicable to the proposed project:

- Installation of roundabouts or traffic circles
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public right-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel

The proposed intersection improvements Project would not increase roadway capacity and is exempt from further VMT evaluation per Caltrans' screening criteria. For these reasons, the Project would not result in a significant VMT impact and would not conflict or be inconsistent with CEQA Guidelines Section 15064.3 (b).

- c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The proposed roundabouts have been designed to improve safety and reduce the collisions at the Project intersection. The Project would be required to comply with current highway design standards. The Project would not increase hazards due to a geometric design feature or incompatible uses.

- d) Would the Project result in inadequate emergency access?

Less than Significant Impact. The Project would not sever or adversely impact existing emergency response routes through the Project intersection. During the construction phase of the project, any temporary lane or road closures and detours would be coordinated in advance with the NFD, as well as with other emergency responders (e.g., police, ambulance, etc.). Upon completion of the Project, emergency access through the Project intersection would be improved.

3.2.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Tribal Cultural Resources

- a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resources that is 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)?

And

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

Less than Significant Impact. A search of the NAHC sacred lands file was conducted. The results were positive, indicating the potential presence of sacred lands, and NAHC provided a list of recommended tribes to consult for further information. Consultation letters were sent on August 7, 2024, by US Mail and email to 16 individuals representing eight tribal organizations. Follow-up emails were sent on September 3, 2024 to non-responsive tribes. The Muwekma Ohlone Tribe of the SF Bay Area, Mishewal-Wappo Tribe of Alexander Valley, and Yocha Dehe Wintun Nation provided responses. A tribal representative of the Muwekhma Ohlone Tribe stated that the tribe

declined consultation because the Project area is outside of the tribe's jurisdiction. Based on their requests, Caltrans and the City of Napa met with the Mishewal-Wappo Tribe of Alexander Valley on December 9, 2024, and Yocha Dehe Wintun Nation on December 16, 2024 to discuss the Project. During the consultation meetings, both tribes noted that the Project area is sensitive for tribal cultural resources (TCRs) and requested that avoidance, minimization, and mitigation measures be implemented to avoid impacts to buried TCRs. Consultation with both tribes is ongoing.

With implementation of AMM TCR-1.1 and 1.2, impacts to buried TCRs would be reduced to a less than significant level, if encountered during ground-disturbing construction activities.

AMM TCR-1.1: Prior to the initiation of construction, an agency approved archaeologist and Native American representative will prepare and conduct an educational program to instruct construction workers of the obligation to protect and preserve valuable resources. This program shall be provided to all construction workers as a field training prior to the beginning of ground-disturbing activities, and shall at minimum, the training will include a discussion of archaeological and tribal resources that may be encountered (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants); the procedures when working in Tribal Monitoring Areas or near Environmentally Sensitive Areas, if applicable; a summary of state and federal laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources encountered; and measures to notify their supervisor, City of Napa Public Works Director, and District 4 Office of Cultural Resources Studies.

AMM TCR-1.2: Construction related activities (including, but not limited to, demolition/ excavation, grading, and utility trenching) shall be monitored by a Native American tribal monitor to be retained by Caltrans. The tribal monitor shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find until its significance can be assessed by the tribal monitor.

Monitoring within the Tribal Monitoring Area may move to a part-time or intermittent schedule by mutual agreement between the Tribes, the City of Napa and Caltrans District 4 Office of Cultural Resources Studies.

A summary report of the monitoring results, including any protective measures implemented, shall be submitted to Caltrans upon completion of the construction monitoring.

3.2.19 Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Utilities and Service Systems

- a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The proposed roundabouts would not result in an increase in demand for utilities that would require new or expanded facilities. Due to the significant grading that will be required to construct the new roundabouts, relocation of the water line that runs from Third Street as well as six joint utility poles may need to be relocated or undergrounded. In addition, adjustment of utility vaults to match the final pavement surface elevation would be required along SR 121. All other existing utilities would be protected in place. Utility relocations and adjustments would occur within the existing City right-of-way. The proposed utility relocations and adjustments would be relatively minor and would be subject to the construction-related AMMs described

throughout this Draft EIR/EA (see Section 2.9 Cultural Resources, Section 2.11 Water Quality and Stormwater Runoff, Section, Section 2.14 Hazardous Waste/Materials, Section 2.15 Air Quality, and Section 2.16 Noise and Vibration). Therefore, with implementation of the construction-related AMMs previously described throughout this Draft EIR/EA, the Project would not result in a significant environmental effect associated with the proposed utility relocations and adjustments.

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

And

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

And

- d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

And

- e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Project would include landscape irrigation, however, water used for Project landscaping would be minor compared with the existing water supplies. The Project would not generate wastewater. The Project would not generate solid waste during the operational phase. Solid waste generated from the demolition of the existing roadway would be recycled in accordance with the City's Construction and Demolition Debris Recycling Ordinance.

3.2.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
concentrations from a wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Wildfire

No Impact. The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. There are areas of local responsibility classified as moderate fire hazard zones along Coombsville Road near the City's limits, approximately a half-mile east of the Project site.⁴¹ The Project would not exacerbate wildfire risk within the moderate fire hazard zone or anywhere else. As previously described, access through intersection would be maintained throughout construction and potential detours would be scheduled in coordination with NFD as needed. Project operation would result in improved access and safety through the intersection. For these reasons, the Project would not impact evacuation routes or otherwise result in wildfire impacts.

3.2.21 Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁴¹ CAL FIRE. City of Napa – Napa County Local Responsibility Area Fire Hazard Severity Zones. Adopted February 24, 2025. <https://calfire.app.box.com/file/1785863301140>

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Significance 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?

Significant and Unavoidable Impact. As previously described in Section 2.18 Natural Communities, 2.19 Animal Species, and 2.20 Threatened and Endangered Species, the Project has the potential to impact special-status wildlife species and some riparian habitat adjacent to the proposed construction staging area during Project construction. However, with implementation of the AMMs described in these sections and PF BIO-1.1, impacts to these species and riparian habitat would be less than significant.

As discussed in Section 2.9 Cultural Resources, the Project would have a less than significant impact on potential buried archaeological resources with implementation of PF CULT-1.1 and 1.2. However, the Project would demolish the existing building at 801 Silverado Trail, a designated historic resource. The Project would implement MM CULT-1.1 to document the resource proposed for demolition, but the Project's impact cannot be mitigated to a less than significant level.

- b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past

projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact with Mitigation Incorporated.

In a cumulative impacts analysis, the identification of “past, present, and reasonably foreseeable future actions” can utilize either the “list approach” or the “adopted plan” approach. The list approach identifies specific projects in the vicinity, typically provided by a local planning department. The adopted plan approach relies on a general plan or transportation plan or other planning document, which by definition accounts for cumulative growth in a defined area.

For this analysis, both the list and adopted plan approach are utilized as there are multiple projects proposed in the Project vicinity (see Table 3.2-1) and impacts from future growth projected by the City of Napa 2040 General Plan were considered. As an example, the traffic model that was used to project future build and no-build conditions is based on the planned growth of the area. The traffic projections from cumulative growth were also used in the quantification of air quality and noise impacts.

The discussion, below, addresses resource areas where the Project will result in an impact and, therefore, there is potential for a cumulative impact. Resource areas not affected by the Project are not discussed because, by definition, no cumulative impact could occur. Examples of the latter include the topics listed in Section 2.1 Topics Considered but Determined Not to be Relevant.

Table 3.2-1: Cumulative Projects List

Name and Location	Description	Distance to Project Site	Status
SR 121/Hennessey Drive Intersection Improvements	Install signals/roundabout at the intersection of SR 121 and Hennessey	250 feet	Pending
Le Petit Elephant Use Permit (15 Chapel Hill Drive)	A use permit authorizing a daycare for up to 250 children, youth services, and reduced parking.	0.3 miles	Approved
Coombsville Road (Pascale Pl to City Limits)	Roadway rehabilitation including pavement and striping work, possible concrete and storm drain improvements, and “complete streets” elements.	0.4 miles	Programmed
Soscol Square Shopping Center (333 and 407 Soscol Avenue)	Redevelop the vacant site with a new retail center including a 55,000 square-foot retail building, a 9,800 square-foot commercial building, and a 4,970 square foot fast food restaurant with a double lane drive-through.	0.7 miles	Approved

Name and Location	Description	Distance to Project Site	Status
SR 121 Tulucay Creek Bridge Replacement	Replace the existing two-span, 45-foot-long, concrete Tulucay Creek Bridge with a single-span, concrete box bridge	0.7 miles	Approved
The Grange Campground (western side of SR 121, between Stonecrest Drive and Hagen Road)	Construct a campground with up to five permanent buildings, 100 fixed recreational lodging units, a recreational activity space, and a pervious parking area.	1.2 miles	Pending

The Project's effects on certain resource areas such as Visual/Aesthetics, Geology/Soils/Seismic/Topography, Hazardous Waste/Materials, Noise and Vibration, and the biological environment would be limited to the Project limits and adjacent parcels. The SR 121/Hennessey Drive Intersection Improvements project is adjacent to the south of the Project limits and could have impacts on overlapping parcels with the proposed Project. The other projects listed in Table 3.2-1 would not impact parcels adjacent to the Project site and thus, would not have the potential to contribute toward a significant cumulative impact to these resources.

The SR 121/Hennessey Drive Intersection Improvements project would largely not change the existing visual character of the vicinity as it would largely be limited to roadway improvements and the proposed signal poles would not obstruct a scenic vista or scenic resource. The SR 121/Hennessey Drive project would similarly be located in an urban area of the City of Napa that does not provide suitable habitat for special-status plant and wildlife species. The project may similarly result in tree removal and would also be required to implement mitigation measures and standard conditions to ensure compliance with the MBTA and the City of Napa's tree programs. The SR 121/Hennessey Drive project would be located farther from the Napa River and would not have the potential to contribute toward a cumulative impact on riparian habitat, WPT turtle, or special-status fish species. The SR 121/Hennessey Drive Intersection Improvements project would be subject to similar geologic conditions as the proposed Project and would also be required to conduct a site-specific geotechnical investigation and incorporate design measures to reduce the potential for structural failure due to geologic hazards. The SR 121/Hennessey Drive would also have the potential to encounter ADL, ACMs, and LBP during construction and would similarly be required to implement mitigation to ensure the safe handling and disposal of hazardous materials. For these reasons, the Project would not result in a significant cumulative impact on these resource areas.

Construction noise and vibration would be temporary and would be kept to a less than significant level with implementation of the AMMs and MMs described in Section 2.16 Noise and Vibration. It is possible that some of the Project construction activities may occur at the same time as the SR 121/Hennessey Drive project. However, it is unlikely that the excavation and grading phases, which are typically the most noise-generating

phases of construction, would occur at the same time because the SR 121/Hennessey Drive project is still in the project initiation document (PID) phase at the time of preparing this Draft EIR/EA and thus, will likely take longer to reach project approval than the proposed Project. Additionally, the SR 121/Hennessey Drive Intersection Improvement project, and any other nearby projects, would be required to implement similar construction noise BMPs. For these reasons, the Project would not make a substantial contribution to a significant cumulative noise impact. Neither the SR 121/Hennessey Drive project nor the proposed Project would result in an increase in vehicle traffic or otherwise result in a substantial permanent noise increase. The other projects listed in Table 3.2-1 are farther away and would not impact the same noise sensitive receptors as the proposed Project to result in a cumulatively considered noise impact.

Human Environment

The Project would have minimal, indirect impacts on growth, utilities and emergency services, and traffic. The Project's impacts on these resources would not be a considerable contribution toward a cumulative impact when compared to the development projects in the area that are adding new commercial and recreation land uses which will directly result in growth, an increased demand in utilities and emergency services, and traffic. The Project would demolish one residential property, which would not represent a considerable contribution toward a cumulative impact on relocations and real property acquisition. The Project would have temporary construction impacts on the local community, which could include cumulative noise, air quality, and hazardous materials impacts. As described further in this section, such impacts are not anticipated to be significant. Operationally, the Project would benefit the surrounding communities and thus, would not contribute to a permanent cumulative impact.

All the cumulative projects listed in Table 3.2-1 would be required to implement similar AMMs as the proposed Project to halt construction in the event of discovering an archaeological resource on-site and implement the proper inspection and handling of the resource. Therefore, a significant cumulative impact on archaeological resources would be avoided. It is not anticipated that any of the cumulative projects would demolish properties that contribute to the East Napa Historic District and thus, would not result in a cumulative impact on historic resources.

Physical Environment

All the cumulative projects listed in Table 3.2-1 would be subject to similar hydrological conditions as the proposed Project. All the cumulative projects would also be subject to the NPDES and MS4 permit (including preparation of a SWPPP if disturbance is greater than one acre). For these reasons, the cumulative impact of the Project combined with other cumulative projects would not result in a significant cumulative hydrology or water quality impact.

Because air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by the Air District and used by the City of Napa were developed such that a project-level impact would also be a cumulatively considerable impact. The Project would not result in significant emissions

of air pollutants or GHG emissions and, therefore, would not make a substantial contribution to air quality or GHG emissions impacts.

The Project would have a minimal impact on operational energy consumption and thus, would not make a considerable contribution toward a permanent cumulative energy impact. All the projects in Table 3.2-1 would involve temporary energy consumption during construction, however, construction processes are generally designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully because of the added expense associated with renting the equipment, maintaining it, and fueling it. For these reasons, the cumulative energy used during construction of the proposed Project and the nearby projects would not be used wastefully or inefficiently.

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

Less than Significant Impact with Mitigation Incorporated. The Project's direct potential impacts on the human environment are discussed in Sections 2.2 through 2.9 and were determined to be less than significant. The Project would also have the potential to cause adverse effects on human beings during the construction phase via release of hazardous materials, air pollutant emissions, and noise. As described in Sections 2.14 Hazardous Waste/Materials, 2.15 Air Quality, and 2.16 Noise and Vibration, these impacts would be reduced to a less than significant impact with incorporation of the AMMs and MMs described in their respective sections of this Draft EIR/EA.

3.3 CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation Project.

3.3.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

3.3.1.1 Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to

making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

3.3.1.2 State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-

caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

3.3.2 Environmental Setting

The proposed Project is in an urban area of the City of Napa with a well-developed road and street network. Existing land uses in the Project area consist of residential, commercial, light industrial, a school, a cemetery, and the Napa Valley Expo. SR 121 is heavily used during peak hours in the Project area. The RTP, Plan Bay Area 2050, prepared by MTC guides transportation and housing development in the Project area. The City of Napa General Plan Climate Change and Sustainability Element addresses GHGs in the Project area.

3.3.2.1 GHG Inventories

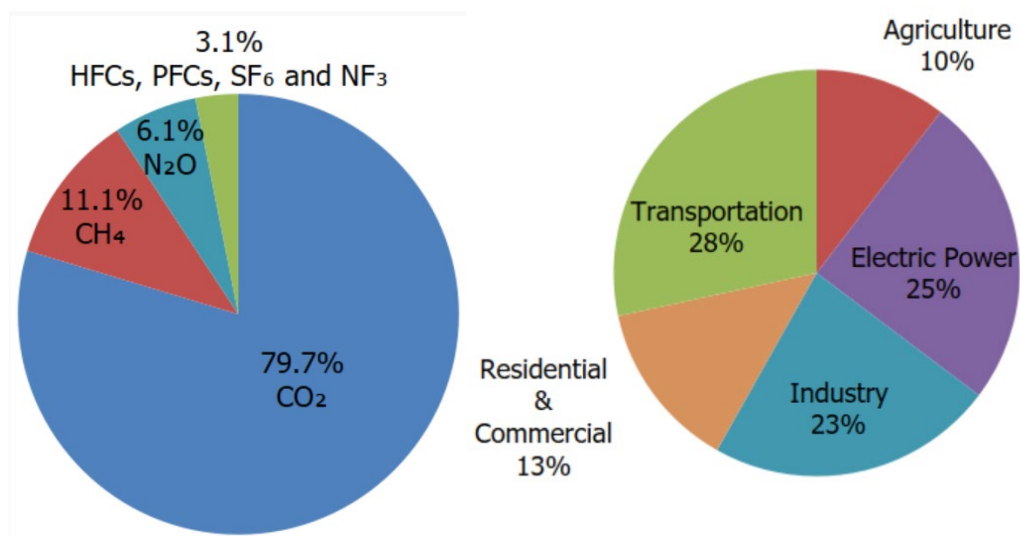
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO₂, 11% were CH₄, and 6% were N₂O; the balance consisted of fluorinated gases. From 1990 to 2022, CO₂ emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 3.3-1). Transportation activities accounted for 37% of U.S. CO₂ emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

Figure 3.3-1: U.S. 2022 Greenhouse Gas Emissions

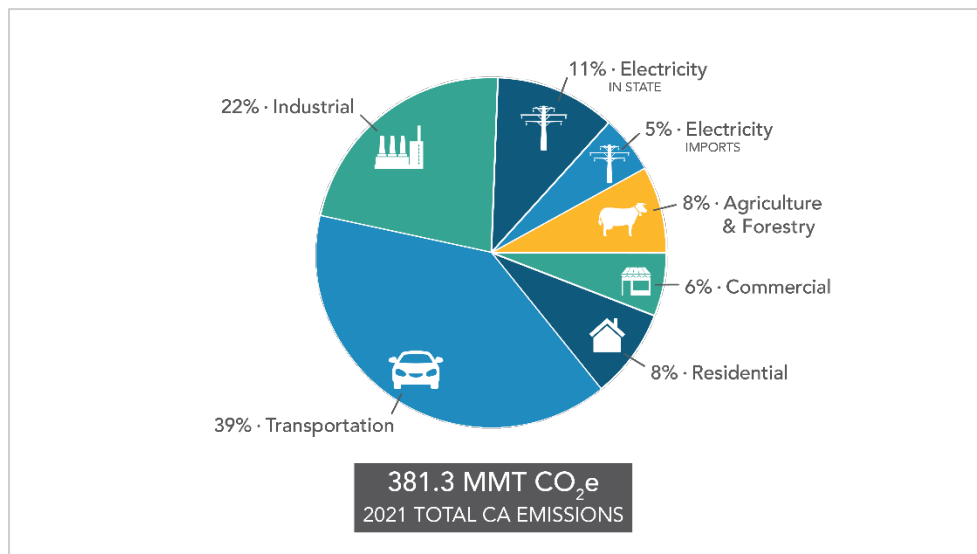


(Source: U.S. EPA 2024b)

State GHG Inventory

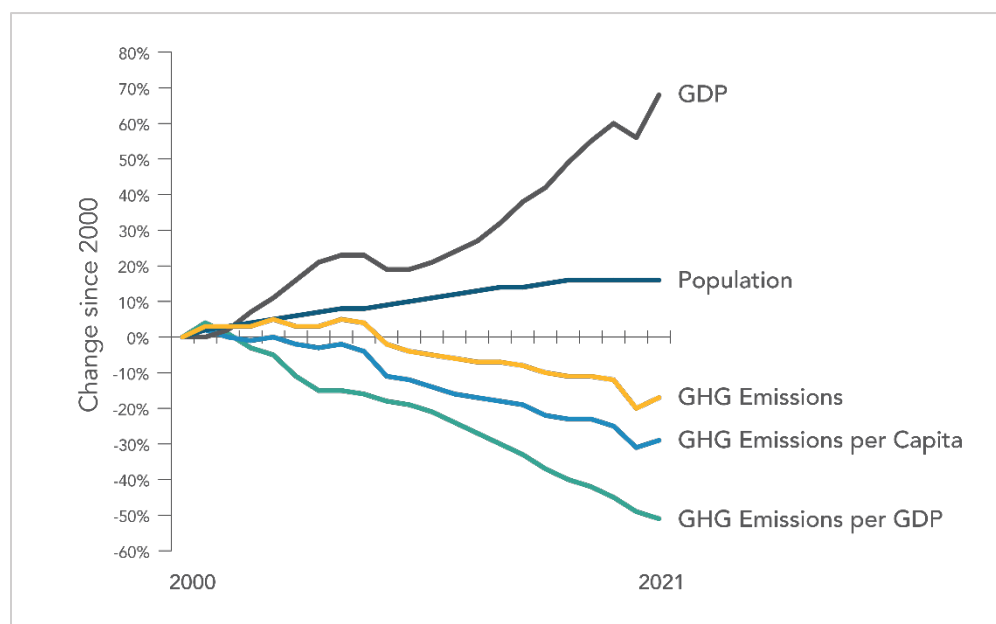
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 3.3-3). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 3.3-2) (ARB 2023).

Figure 3.3-2: California 2021 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2023)

Figure 3.3-3: Change in California GDP, Population, and GHG Emissions since 2000



(Source: ARB 2023)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022a).

3.3.2.2 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for MTC. The regional reduction target for [MPO] is 19 percent by 2035 (ARB 2021).

The Regional GHG reduction plan is MTC's *Plan Bay Area 2050*. The City of Napa has not adopted a GHG Reduction Strategy or Climate Action Plan. Some of the key policies of *Plan Bay Area 2050* are listed below:

- Policy T8: Build a complete streets network
- Policy T10: Enhance local transit frequency, capacity, and reliability
- Policy T11: Expand and modernize the regional rail network
- Policy EN1: Adapt to sea level rise
- Policy EN7: Expand commute trip reduction programs at major employers
- Policy EN8: Expand clean vehicle initiatives
- Policy EN9: Expand transportation demand management initiatives

3.3.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

3.3.3.1 Operational Emissions

The purpose of the proposed Project is to reduce vehicle delay and congestion and improve safety for all users of the intersection, including bicycles and pedestrians. The Project would therefore not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 121 or any of the local roadways, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

3.3.3.2 Construction Emissions

Construction 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 emissions were estimated using the latest version of Caltrans’ Cal-CET2021 emissions model. As shown in Table 2.15-6, Project construction would result in approximately 1,501 metric tons of CO₂e over the course of the anticipated 18-month construction period.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

3.3.3.3 CEQA Conclusion

As discussed in Section 3.2.8 Greenhouse Gas Emissions, neither the Air District nor the City of Napa recommend a GHG emissions threshold of significance for construction emissions. The Project would be required to implement control measures during construction that would limit emissions generated by equipment used (see AMM AIR-1.1 and 1.2). For these reasons, project construction would not generate a significant amount of GHG emissions.

As previously discussed, the Project would not result in a change in VMT for the Project area and would not include any stationary sources of GHG emissions. Additionally, the Project may result in less GHG emissions due to reduced vehicle delay (e.g., idling) at the intersection. For these reasons, Project operation would not generate a significant amount of GHG emissions.

At the time of preparation of this Draft EIR/EA, the City of Napa has not adopted a GHG Reduction Strategy. The Project would result in no net permanent increase in GHG emissions and could reduce GHG emissions by reducing vehicle idling at the Project intersection. Additionally, by providing a new shared-use path through the Project intersection the Project would be consistent with the 2017 Clean Air Plan Transportation Control Measure TR9: Bicycle and Pedestrian Access and Facilities, which encourages planning for bicycle and pedestrian facilities. Therefore, the Project would not conflict with the 2017 Clean Air Plan or another plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the Project would have a less than significant GHG emissions impact.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.3.4 Greenhouse Gas Reduction Strategies

3.3.4.1 Statewide Efforts

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in

cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

3.3.4.2 Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit,

and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and State goals.

3.3.4.3 Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- The intersection improvements that would be constructed as part of the Project are designed to reduce vehicle delay and congestion. Therefore, when compared to the No Build Alternative, the Project would result in improved traffic operations and a reduction in VMT, which would translate into reduced GHG emissions.
- The Project includes a new shared-use path, which would facilitate bicycle and pedestrian travel in the area, reducing GHG emissions when compared to travel by vehicles.
- During the construction phase, the Project would implement the emissions reduction measures listed in Section 2.15 Air Quality, which would require the use of low-emission construction equipment, prohibit unnecessary idling of trucks and equipment, require the proper maintenance and tuning of equipment, and prohibit the use of diesel-powered generators, all of which would reduce GHG emissions.

3.3.5 Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's

transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

3.3.5.1 Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector’s major contribution of GHGs that cause climate change and has made climate action one of the department’s top priorities (U.S. DOT 2023). FHWA’s policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

3.3.5.2 State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and*

Investing for a Resilient California: A Guidebook for State Agencies, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

3.3.5.3 Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

3.3.5.4 Project Adaptation Analysis

Sea Level Rise

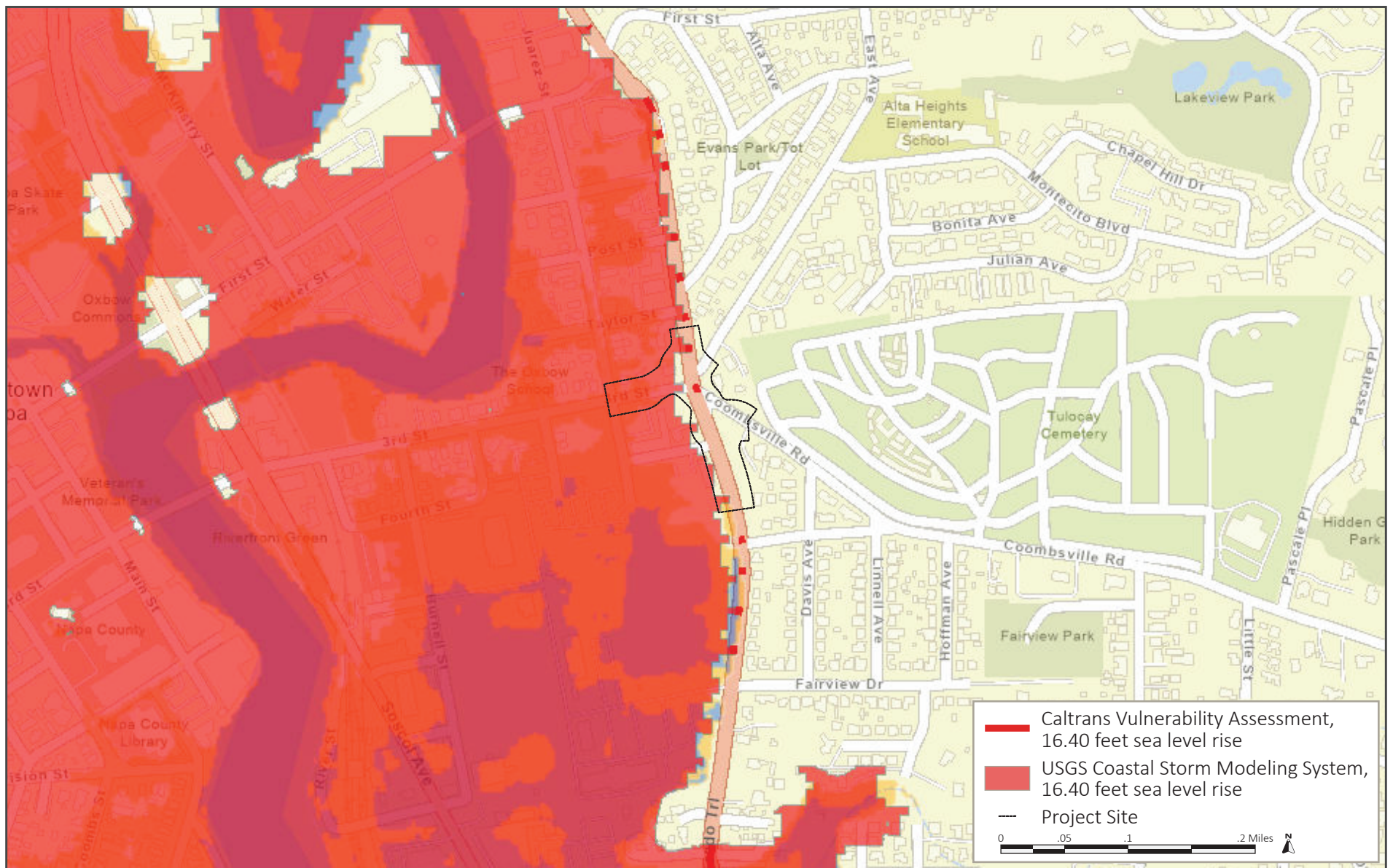
Figure 3.3-4 shows projected sea level rise for the Project area. The map was created using the Caltrans Environmental Geographic Information System (GIS) Viewer, which incorporates sea level rise data from sources including the NOAA, United States Geological Society (USGS), and Caltrans Vulnerability Assessment. Assuming 16.40 feet of sea level rise, the most conservative scenario available, Third Street and portions of SR 121 would be affected by sea level rise. Depths of sea level rise projections for San Francisco, the nearest tide gauge to the Project site, are summarized in Table 3.3-1.

Table 3.3-1: Projected Sea-Level Rise Depths (in feet)

Year	Low Risk Aversion	Medium Risk Aversion	High Risk Aversion	Extreme Risk Aversion
2030	0.5	0.6	0.8	1.0
2040	0.8	1.0	1.3	1.8
2050	1.1	1.4	1.9	2.7
2060	1.5	1.8	2.6	3.9
2070	1.9	2.4	3.5	5.2
2080	2.4	3.0	4.5	6.6
2090	2.9	3.6	5.6	8.3
2100	3.4	4.4	6.9	10.2
2110	3.5	4.5	7.3	11.9
2120	4.1	5.2	8.6	14.2
2130	4.6	6.0	10.0	16.6
2140	5.2	6.8	11.4	19.1
2150	5.8	7.7	13.0	21.9

Source: California Ocean Protection Council. *State of California Sea-Level Rise Guidance 2018 Update*.

As discussed in Section 2.10 Hydrology and Floodplain, the Project would incorporate fill along Third Street to result in a final grade elevated 4.81 feet above the BFE for a 100-year storm event. Therefore, the Project would also be adequately elevated above sea level in the extreme risk aversion scenario through 2050 and the low risk aversion scenario through 2100. While the Project would experience inundation in the extreme risk aversion scenario for 2100, the extreme risk aversion scenario has less than a 0.5% probability of occurring. For these reasons, impacts due to projected sea-level rise are not expected.



AREA PROJECTED TO BE AFFECTED BY SEA LEVEL RISE

FIGURE 3.3-4

Precipitation and Flooding

The Project site is depicted on the FEMA Flood Insurance Rate Map panel number 06055C0517F. As shown in Figure 2.10-1, the portion of the Project site located near the Napa River is within the Zone AE Floodplain. Zone AE is defined as a special flood hazard area with a one percent chance of flooding in any given year. A portion of the Project site is also located within an area with a 0.2 percent chance of flooding in any given year. The rest of the Project site is located within Flood Zone X, an area of minimal flood hazard. FEMA's 100-year water BFE at the Project site is 18.99 feet.

The Project would add fill within the floodplain along Third Street, resulting in a final grade of approximately 23.8 feet (4.81 feet above the BFE). Therefore, the Project would avoid inundation in the event of a 100-year storm event. The Project's excess of 4.81 feet of elevation above the 100-year BFE would accommodate greater flood elevations in the scenario that storm events become more extreme due to climate change effects.

Wildfire

The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. There are areas of local responsibility classified as moderate fire hazard zones along Coombsville Road near the City's limits, approximately a half-mile east of the Project site.⁴² The Project would not exacerbate wildfire risk within the moderate fire hazard zone or anywhere else. As previously described, access through intersection would be maintained throughout construction and potential detours would be scheduled in coordination with NFD as needed. Project operation would result in improved access and safety through the intersection. For these reasons, the Project would not impact evacuation routes or otherwise result in wildfire impacts.

Temperature

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

⁴² CAL FIRE. City of Napa – Napa County Local Responsibility Area Fire Hazard Severity Zones. Adopted February 24, 2025. <https://calfire.app.box.com/file/1785863301140>

Chapter 4 Comments and Coordination

4.1 INTRODUCTION

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, Project Development Team (PDT) meetings, community workshops, and meetings with property and business owners. This chapter summarizes the results of Caltrans's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

This chapter summarizes the efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

4.2 NOTICE OF PREPARATION AND SCOPING PROCESS

The City of Napa circulated a Notice of Preparation (NOP) of an EIR to local, regional, state, and federal agencies on July 29, 2024. The 30-day scoping period started on July 29, 2024, and ended on August 28, 2024. A copy of the NOP is provided in Appendix E.

Two public comment letters were received during the scoping period. The first letter, from the NAHC, was related to AB 52 and SB 18 requirements and the NAHC's recommendations for cultural resources assessments. The second letter, from CDFW, was related to regulatory requirements for biological resources, the environmental setting, CDFW's recommendations for impact analysis and mitigation measures, environmental data, and filing fees.

4.3 CONSULTATION AND COORDINATION WITH AGENCIES AND ORGANIZATIONS

Caltrans, the City of Napa, and NVTa meet on a regular basis to address any questions or issues related to Project design, construction, and planned operation.

Chapter 5 List of Preparers

The following individuals were principally responsible for preparing this Draft EIR/EA and/or the technical studies upon which the Draft EIR/EA is based:

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Chapter 6 Distribution List

This Draft EIR/EA was distributed to the following legislators, public officials, agencies, and organizations:

Legislators and Public Officials

- U.S. Senator Alex Padilla
- U.S. Senator Adam Schiff
- U.S. Representative Mike Thompson
- California Senator Christopher Cabaldon
- California Assemblymember Cecilia Aguiar-Curry
- Napa County Supervisor Joelle Gallagher
- Napa County Supervisor Amber Manfree
- City of Napa Councilmember Mary Luros

State Agencies (via State Clearinghouse)

- California Highway Patrol
- California Department of Fish and Wildlife (Region 3)
- California Department of Toxic Substances Control
- Regional Water Quality Control Board (San Francisco Bay Region)
- State Historic Preservation Office
- California Transportation Commission
- Air Resources Board
- Native American Heritage Commission
- State Water Resources Control Board

Regional Agencies

- Metropolitan Transportation Commission
- Association of Bay Area Governments

- Bay Area Air District
- Napa Valley Transportation Authority

Local Agencies

- City of Napa
- Napa County Public Works Department
- Napa Valley Unified School District

Native American Tribes

- Mishewal-Wappo Tribe of Alexander Valley
- Yocha Dehe Wintun Nation

Organizations

- Napa County Bicycle Coalition
- Napa County Historical Society
- Napa County Landmarks
- Napa Chamber of Commerce

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Appendix A Draft Individual Section 4(f) Evaluation

Five-Way Intersection Improvements Project

NAPA, CALIFORNIA
DISTRICT 4 –NAP–121 (PM 7.2/7.5)
0J890/0414000097

Draft Individual Section 4(f) Evaluation



**Prepared by the
State of California, Department of Transportation
and the City of Napa**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.



August 2025

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Chapter 1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . “requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Chapter 2 Description of the Proposed Project

2.1 PURPOSE AND NEED

2.1.1 Purpose

The purpose of the Project is to improve the operations of the intersection that will result in reduced driver delay, reduced congestion, and, therefore, an overall improvement to intersection operations. Additionally, the purpose of the Project is to improve the safety and accessibility for all users of the intersection. The secondary objectives of this Project are to improve bicycle and pedestrian facilities at the intersection as well as meet ADA requirements.

2.1.2 Need

The Project intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce collisions through the SR 121 (Silverado Trail) corridor, which is ranked among the highest injury corridors within the City of Napa per the City's Local Roadway Safety Plan (adopted September 6, 2022). Data was obtained and analyzed from both the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) and the City of Napa Police Department for the latest 5-year period in the project area along SR 121. There were ten reported collisions within the project area, which resulted in a higher than statewide average rate for similar facilities.

Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS,⁴³ operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

The existing intersection has limited and substandard pedestrian facilities,⁴⁴ including long, skewed crosswalks and narrow sidewalks, that increase pedestrian exposure to vehicle conflicts throughout the five-legged intersection. Existing pedestrian facilities do not meet current Americans with Disabilities Act (ADA) standards. There are discontinuous sidewalks on the northwest and southwest sides of SR 121 that extend for approximately 50 feet and 200 feet, but no other sidewalks exist at the intersection. The existing intersection also does not provide bicycle facilities, resulting in a disconnect in the existing bicycle facilities along Third Street, Coombsville Road, and East Avenue.

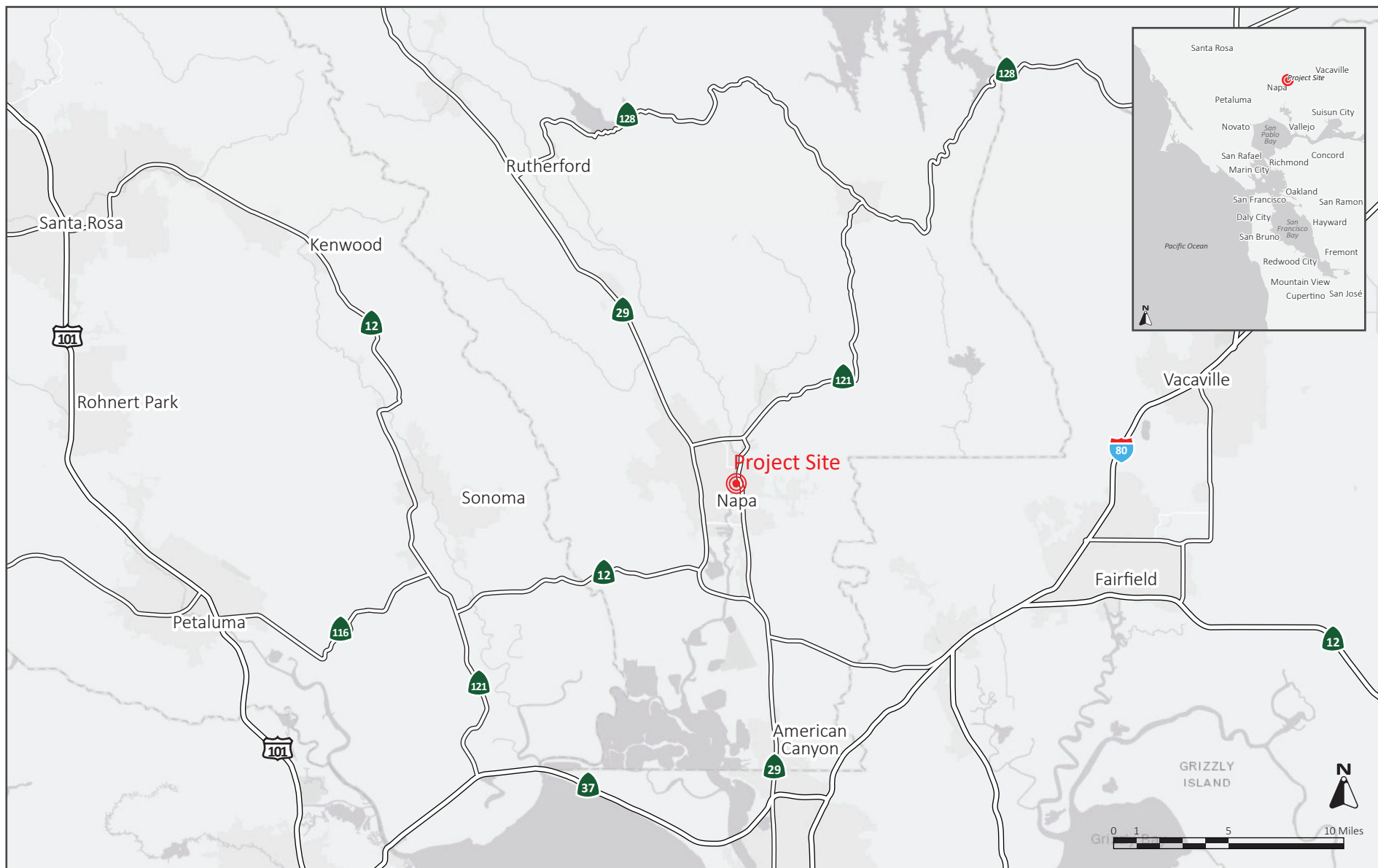
⁴³ The City's LOS standard for the intersection is mid-LOS E which is exceeded under existing conditions.

⁴⁴ Substandard pedestrian facilities include discontinuous sidewalks and lack of ADA compliance.

2.2 PROJECT DESCRIPTION

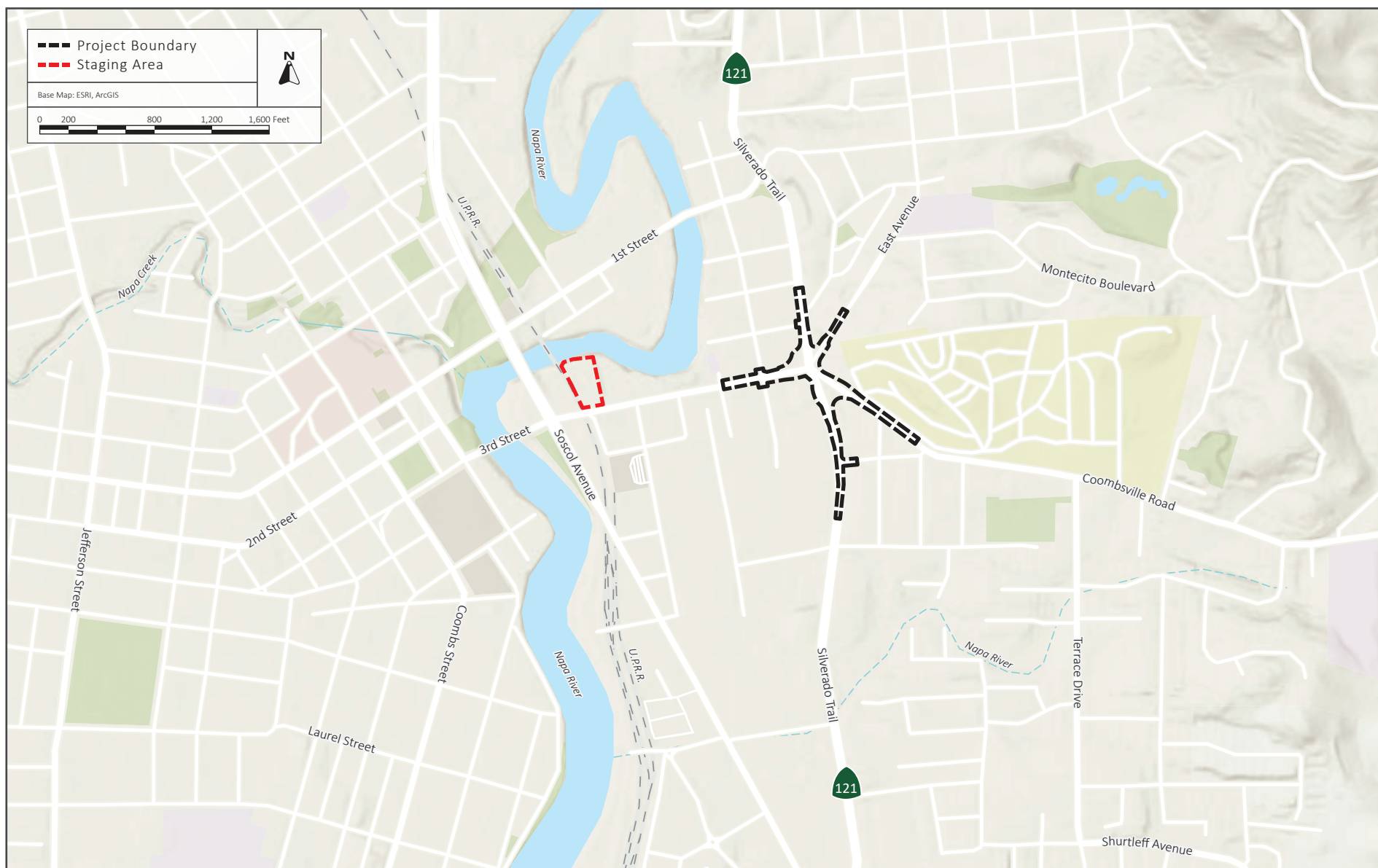
This section describes the proposed action and the Project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the “Build Alternative” and the “No-Build Alternative.”

The Project is located in Napa County on State Route 121 at its intersection with Third Street, Coombsville Road, and East Avenue. Regional and vicinity maps are shown in Figure 2.2-1 and Figure 2.2-2, respectively. An aerial photograph of the Project site and the surrounding land use is shown in Figure 2.2-3. The Project proposes to improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged. The Project intersection geometrics and pedestrian crossings are consistent with the National Cooperative Highway Research Program (NCHRP) Report 672 entitled “Roundabouts: An Information Guide, 2nd Edition” (Guide).



REGIONAL MAP

FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

2.3 PROJECT ALTERNATIVES

2.3.1 Build Alternative

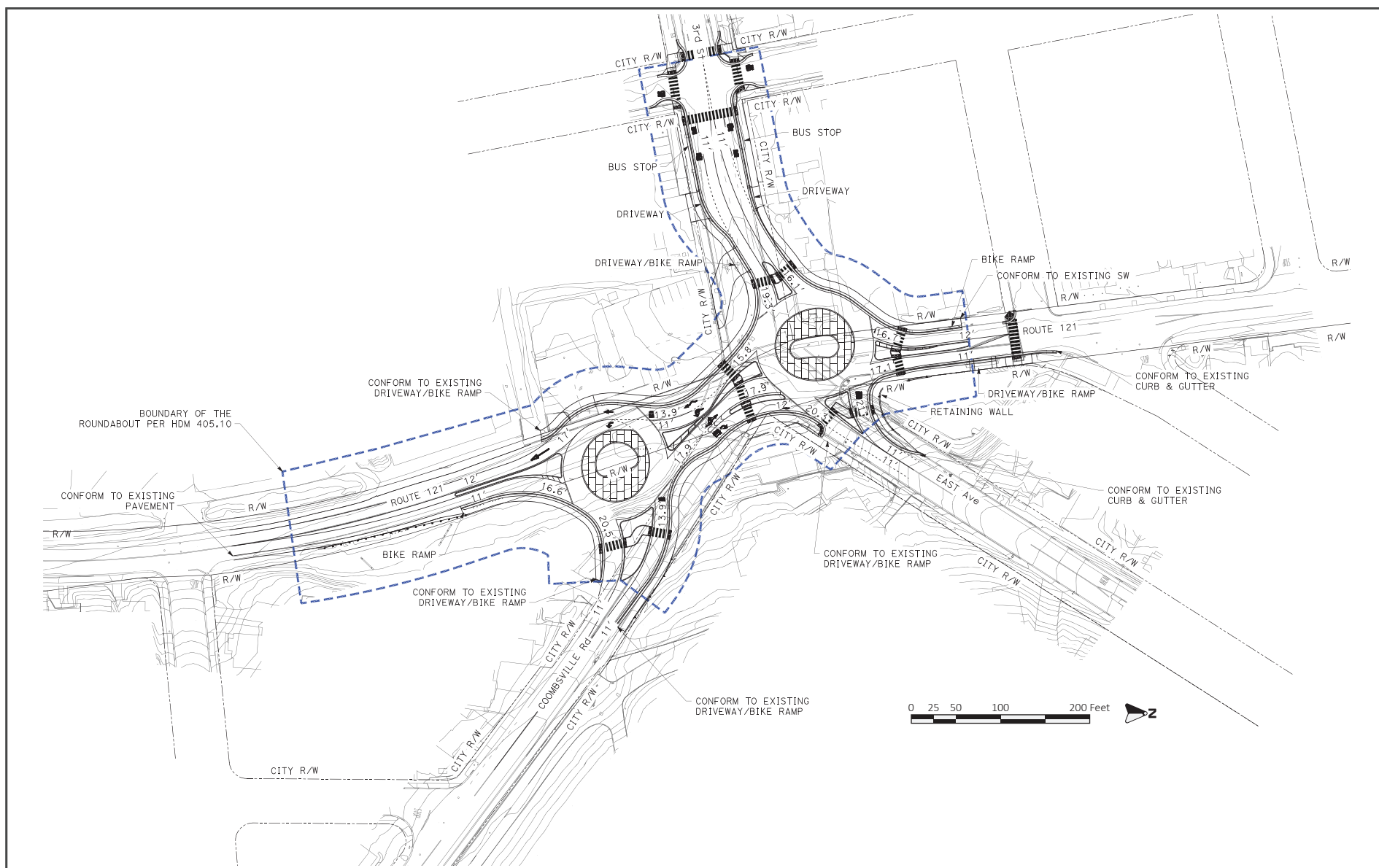
2.3.1.1 SR 121/Third Street/Coombsville Road/East Avenue Intersection

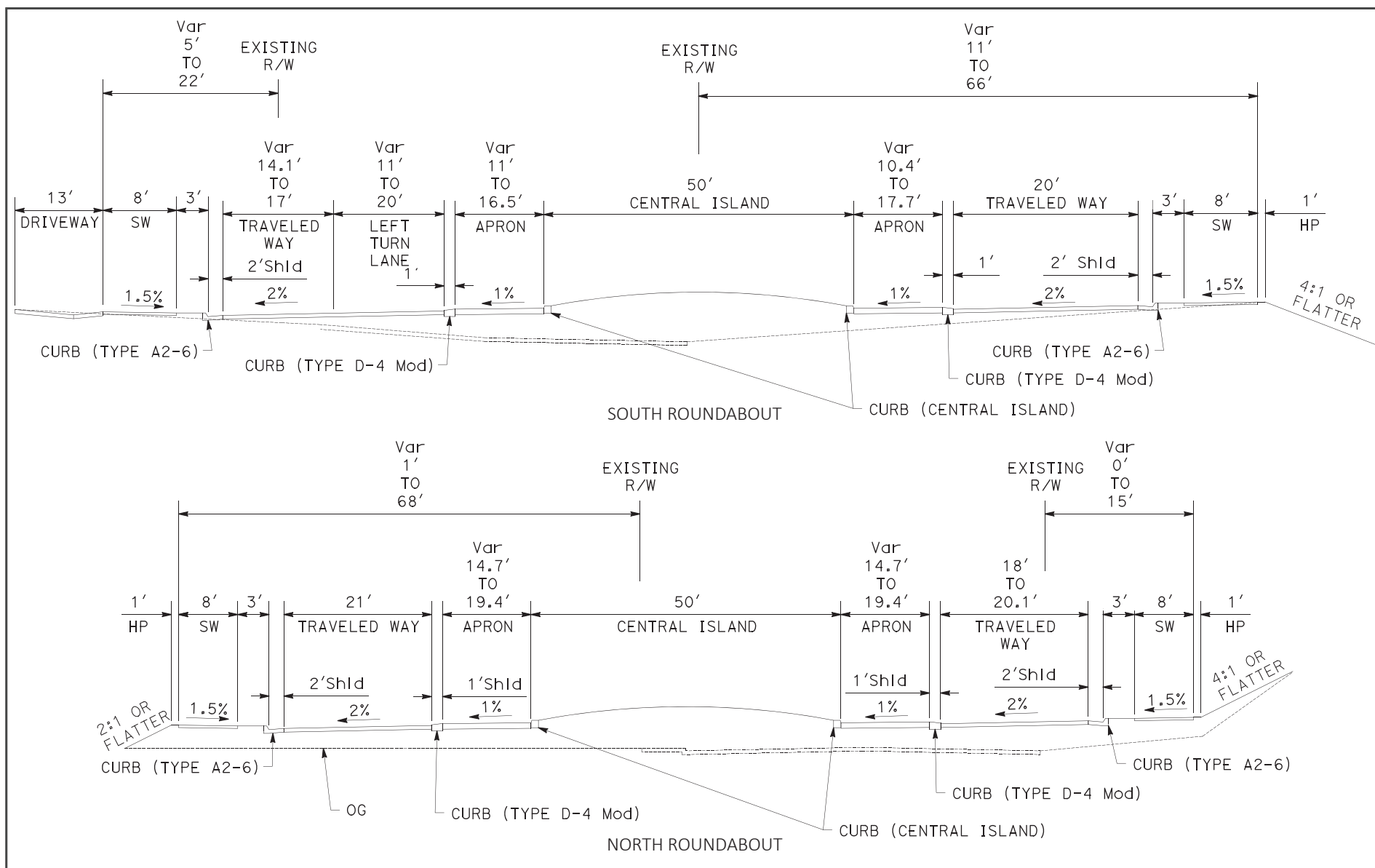
A double roundabout with four legs on the northerly roundabout and three legs on the southerly roundabout would accommodate the Design Year traffic volumes. Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue. Along Coombsville Road, a retaining wall minimizes grading impacts that would otherwise require removal of multiple mature trees. Along East Avenue, the retaining wall minimizes encroachment onto the parcel at the northeast corner of the intersection with SR 121 to maintain economic viability of the commercial parcel. Due to the steep entry grades coming into/out of East Avenue and Coombsville Road, the new roundabout intersections will largely be in fill in order to flatten the roadway grade on the entry/exits. Minor regrading on approaches where the project conforms to existing roadways will be required, but would be a maximum excavation of three to five feet. A conceptual plan is shown in Figure 2.3-1, cross-sections are shown in Figure 2.3-2 through Figure 2.3-4, and 3D renderings are shown in Figure 2.3-5 and Figure 2.3-6.

2.3.1.2 Pedestrian and Bicycle Safety

A 10-foot wide shared-use path will be provided throughout the new roundabout(s) buffered by at least 2 feet of landscaping from the roadway. The shared-use path conveys both pedestrian and bicycle traffic through the intersection. Ramps will provide access to and from the shared-use path for bicyclists. Each leg of the two roundabouts will conform to existing bikeways as appropriate. In the existing condition, there are no dedicated bicycle facilities on SR 121 north of the project (though bicyclists are permitted on the roadway). There are Class II Bicycle Lanes⁴⁵ on SR 121 south of the Project. Northbound bicyclists on SR 121 approaching the Project will have an option to either merge from the bicycle lane into the travel lane and navigate the intersection using the circulating lanes or use the provided bike ramp to access the shared-use path and navigate using marked crossings; southbound bicyclists leaving the project will re-enter the bicycle lane using either the provided bike ramp, if they are on the shared-use path, or by merging from the travel lane, if they are in the roadway.

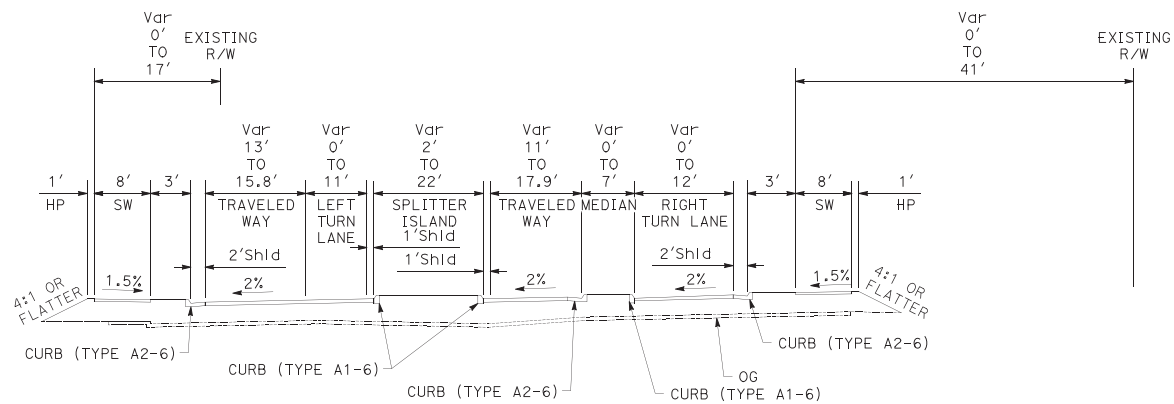
⁴⁵ Class II Bike Lanes provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface.



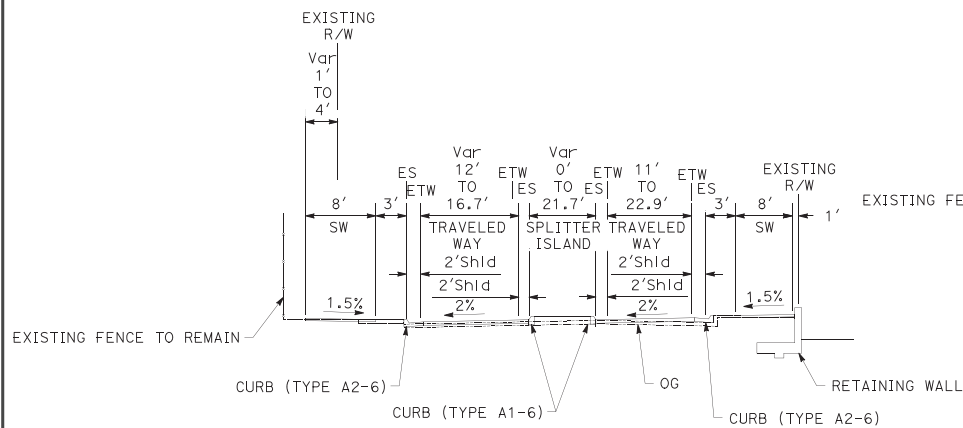


ROUNDAABOUT CROSS-SECTIONS

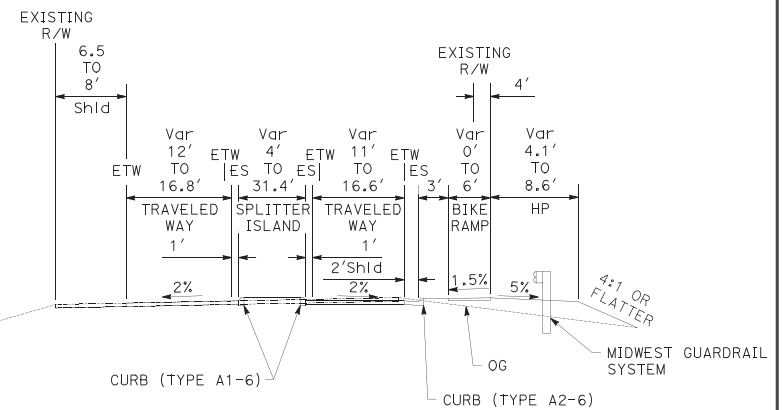
FIGURE 2.3-2



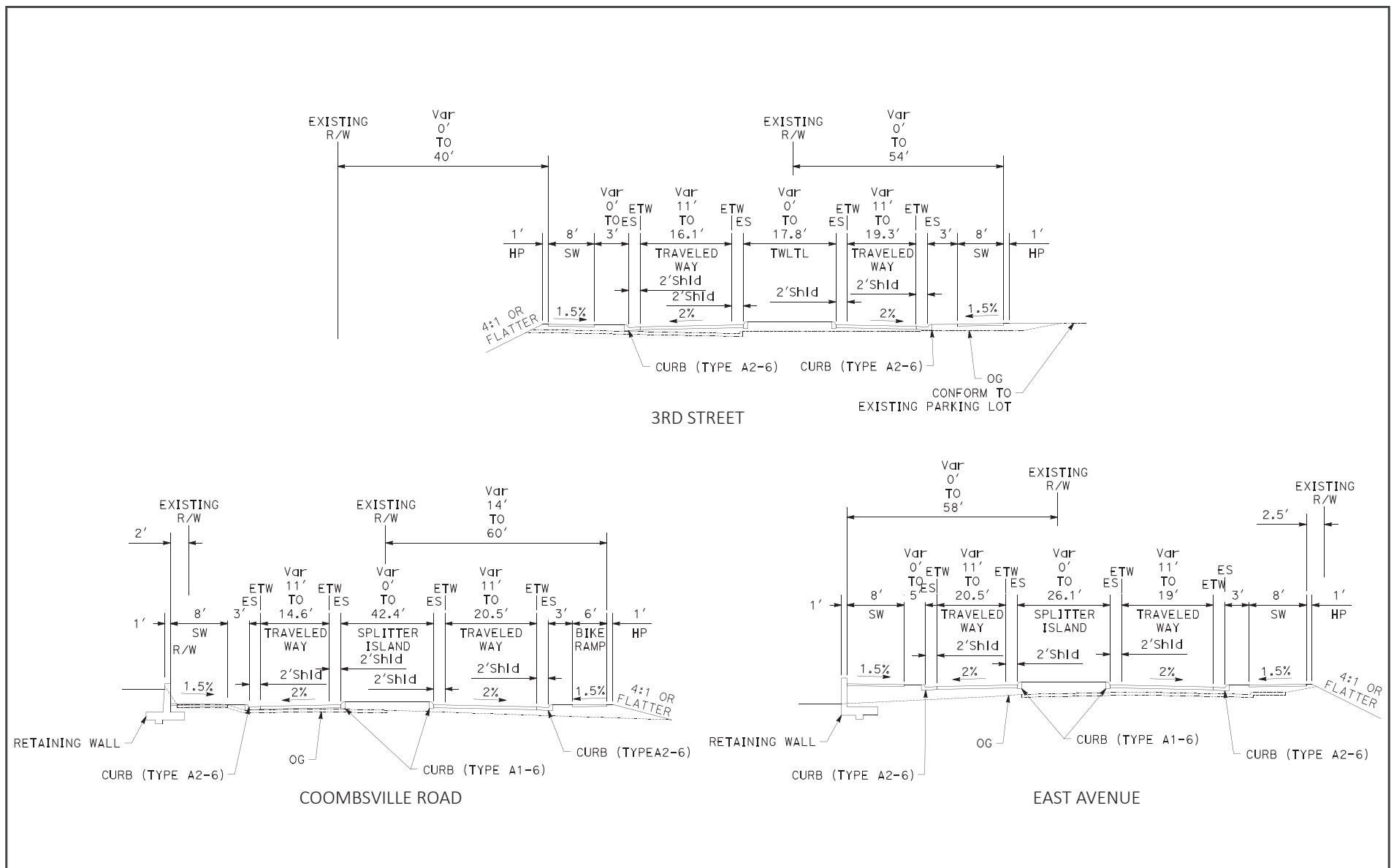
ROUTE 121 BETWEEN ROUNDABOUTS



ROUTE 121 NORTH OF ROUNDABOUT



ROUTE 121 SOUTH OF ROUNDABOUT



ROADWAY CROSS-SECTIONS

FIGURE 2.3-4



NORTH ROUNDABOUT



SOUTH ROUNDABOUT

Source: GHD Inc.

3D PERSPECTIVE OVERVIEWS

FIGURE 2.3-5



THIRD STREET APPROACH



SOUTHBOUND SR 121 APPROACH AT THIRD STREET

Source: GHD Inc.

Pedestrians will travel through the Project area using a combination of sidewalks, the new shared-use path, and marked crossings. Where realignment of roadways is occurring for the new roundabout approaches, existing sidewalks will be replaced to follow the new roadway edge. Marked pedestrian crossings are set back a minimum of one car length away from the circulatory roadway. This allows approaching drivers to yield to pedestrians or bicyclists in the crosswalk and then pull forward to yield to oncoming drivers in the circulating lane, and exiting drivers to clear the circulating lane before yielding to a pedestrian or bicyclist. Pedestrian refuges at the splitter islands are at least 6 feet wide (consistent with the NCHRP Guide). These two-stage crossings reduce the amount of sustained time a pedestrian is in potential conflict with motorized vehicles by limiting the length of each crossing and limiting each crossing to one direction of vehicle travel at a time.

2.3.1.3 Reduced Speed and Collision Potential

The geometric design of roundabouts typically requires drivers to reduce speed in the intersection to 15-25 mph. At signalized intersections, drivers are typically able to travel through the intersection at speeds higher than posted limits due to the lack of geometric constraints. Because of these reduced travel speeds through the intersection and expected reduction in crashes, the Project is likely to eliminate the most severe crash types.

2.3.1.4 Structures

Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue, type selection will be completed later this phase to finalize type and size of wall, however every effort will be made to minimize footings (currently anticipated to be approximately three to five feet deep) to reduce potential environmental and right of way impacts.

A short cut style retaining wall (approximately four to six feet tall and 100 feet long) is required along a portion of the northern side of Coombsville Road in order construct the new shared use path and roundabout approach deflection while not encroaching into a large slope within a private parcel. At this time, it is anticipated that a spread footing style would be utilized to minimize depth of disturbance (approximately two feet below grade).

Another short fill style retaining wall (approximately 12 to 14 feet maximum height and 80 feet long) is required along a portion of the northern side of East Avenue along the car dealership parcel in order to construct the new shared use path and roundabout approach deflection while not further impacting the car dealership parking lot. At this time, it is anticipated that a spread footing style would be utilized to minimize depth of disturbance (approximately four feet below grade).

2.3.1.5 Right of Way

Four commercial properties have driveway access points within the Project area that will be replaced/adjusted as needed. Business access will be provided throughout the construction process in coordination with business property owners.

One vacant parcel and one residential property will require full/major acquisition in order to construct the new roundabout(s) and minimize the overall impacts within the Project vicinity.

In addition, minor frontage impacts to adjacent parcels may be required in order to conform the roundabout(s) and/or shared use path to existing facilities. These minor frontage impacts include driveway conforms or realignments. Work would primarily occur through a Temporary Construction Easement (TCE) but may require some minor right-of-way acquisition so that the City will own the sidewalks to facilitate maintenance while Caltrans will own the highway up to the back edge of the curb on both sides of SR 121. TCEs from 802 and 820 Juarez Street, as well as permanent acquisitions from 801 Silverado Trail and 820 Juarez Street, would occur within the East Napa Historic District. The Project's potential right-of-way impacts are summarized in Table 2.3-1 and shown in Figure 2.3-7 on the following page. For private residences, the addresses are included and for commercial properties, the business names are identified.

Table 2.3-1: Project Right-of-Way Impacts

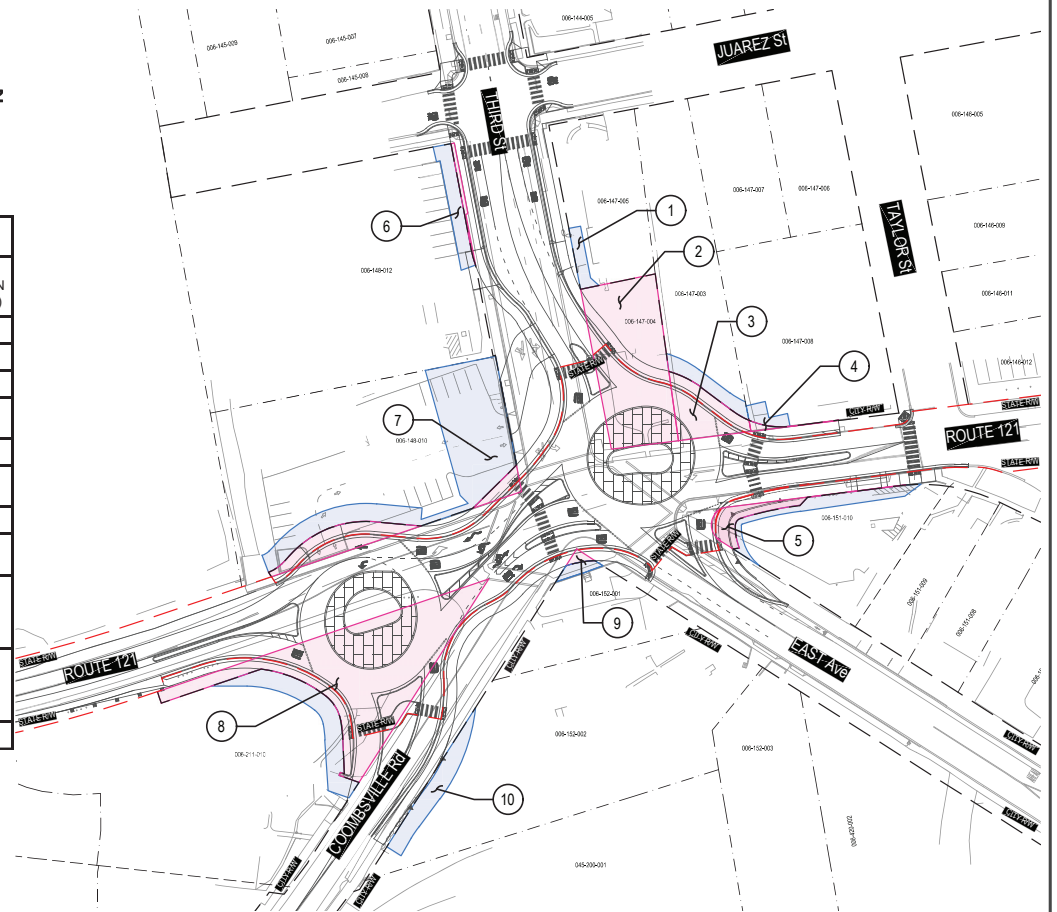
Impact Type	Full Property (Assessor's Parcel Number)	Partial Property (Assessor's Parcel Number)
Temporary Easement		006-147-003 (820 Juarez Street) 006-147-005 (802 Juarez Street) 006-147-008 (El Rancho Grande) 006-148-010 (Napa Tire & Wheels) 006-148-012 (commercial center) 006-151-010 (Posh Motors) 006-152-001 (Napa Marble & Granite Works) 006-152-002 (1010 East Avenue) 006-211-010 (36 Coombsville Road)
Permanent Acquisition	006-147-004 (801 Silverado Trail)	006-147-003 (820 Juarez Street) 006-147-008 (El Rancho Grande) 006-148-010 (Napa Tire & Wheels) 006-148-012 (commercial center) 006-151-010 (Posh Motors) 006-152-001 (Napa Marble & Granite Works) 006-152-002 (1010 East Avenue) 006-211-010 (36 Coombsville Road)

LEGEND:

- ACQUISITION
- TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED RIGHT OF WAY LINE
- PARCEL LINE



PARCEL NUMBER	APN	ADDRESS	GRANTOR	OWNER OCCUPIED	ROW ACQUISITION TYPE	
					PERMANENT (SF)	TEMPORARY CONSTRUCTION EASEMENT (SF)
1	006-147-005	802 JUAREZ ST	ROSSI, CHARLES P TRUST	NO		540
2	006-147-004	801 SILVERADO TR	ROSSI, CHARLES P TRUST	YES	8240	
3	006-147-003	820 JUAREZ ST	RICE, MARGARET	YES	2140	900
4	006-147-008	891 SILVERADO TR	GARCIA, JOSE & SONIA TRUST	NO	120	440
5	006-151-010	800 SILVERADO TR	KISER, LANCE C	NO	1020	1370
6	006-148-012	325, 333, 341, 343 3RD ST	BROWN, RAY D JR. & E LYNN TRUST	NO	220	1240
7	006-148-010	713 SILVERADO TR	AOK LLC	NO	2630	2150
8	006-211-010	36 COOMBSVILLE RD	ZEICHNER, DANEIL MATHEW LOCKMAN, ELIZABETH	NO	12160	2370
			MCNERNE Y-SIMICH, SUE W TRUST C/O NAPA MARBLE & GRANITE WORKS	NO	140	295
9	006-152-001	9 COOMBSVILLE RD	MCNERNE Y-SIMICH, SUE W TRUST C/O NAPA MARBLE & GRANITE WORKS	NO	30	1710
10	006-152-002	1010 EAST AVE	MCNERNE Y-SIMICH, SUE W TRUST C/O NAPA MARBLE & GRANITE WORKS	NO	30	1710
Total					26700	11015



Source: GHD, December 17, 2024.

RIGHT-OF-WAY IMPACTS

FIGURE 2.3-7

2.3.1.6 Utilities

Due to the grading that will be required to construct the new roundabout(s), relocation of the City water transmission line that runs from 3rd Street as well as up to six joint utility poles will need to be relocated or undergrounded. All are anticipated to occur within existing or proposed right of way. In addition, adjustment of utility vaults to match the final pavement surface elevation would be required along SR 121 and some fill materials may be required depending on cover and new conform grading requirements. All other existing utilities would be protected in place.

2.3.1.7 Construction

Construction is anticipated to begin in 2027 and to last approximately 18 months. Construction will involve the use of conventional construction equipment and staging is anticipated to occur within the paved area of the Project limits, roadway shoulders, and a paved City parking lot on Third Street west of the project site (if needed). Before construction, the Caltrans resident engineer and the contractor will identify any necessary lane closures and use proper traffic control devices throughout the duration of the Project per Caltrans Standard Specifications and Standard Plans. During construction, at least one travel lane in each direction of SR 121 will be kept open during peak hours, as will Third Street, Coombsville Road, and East Avenue. Closures, if necessary, will occur only at night. Approval of a Traffic Management Plan (TMP) will also provide adequate traffic access for all businesses and residences.

Construction activities may potentially include detours. Detour routes may include the use of local streets such as Hennessey Drive, Soscol Avenue, First Street, Juarez Street, and Taylor Street. Advance notification of construction work will be provided to the community. Prenotification will be provided at Soscol Avenue and First Street encouraging drivers to take alternate routes, which may lower traffic volumes in the Project area during construction. Cyclists will be required to share the road with vehicles during some construction stages and signing and striping will be provided to warn drivers. Pedestrian detours will be accommodated for locations where existing facilities occur.

Noise associated with construction will be controlled by 2023 Caltrans Standard Specification Section 14-8.02, "Noise Control." Night work may be necessary for a limited number of working days to allow closures and one-way flagging to accommodate reconstruction of the roadway. Trucks and buses will be accommodated through the Project site during all stages of construction.

2.3.1.8 Depth of Disturbance

Excavation would be required throughout the Project in order to construct utility relocations (approximately three to six feet deep depending on utility), lighting, landscaping and drainage facilities, which require trenching, placement of pipe, drainage structures, landscaping, irrigation, and backfill to a depth of six feet. A

maximum excavation depth of 10 feet may be required to install foundations for retaining walls along the Coombsville Road and East Avenue legs.

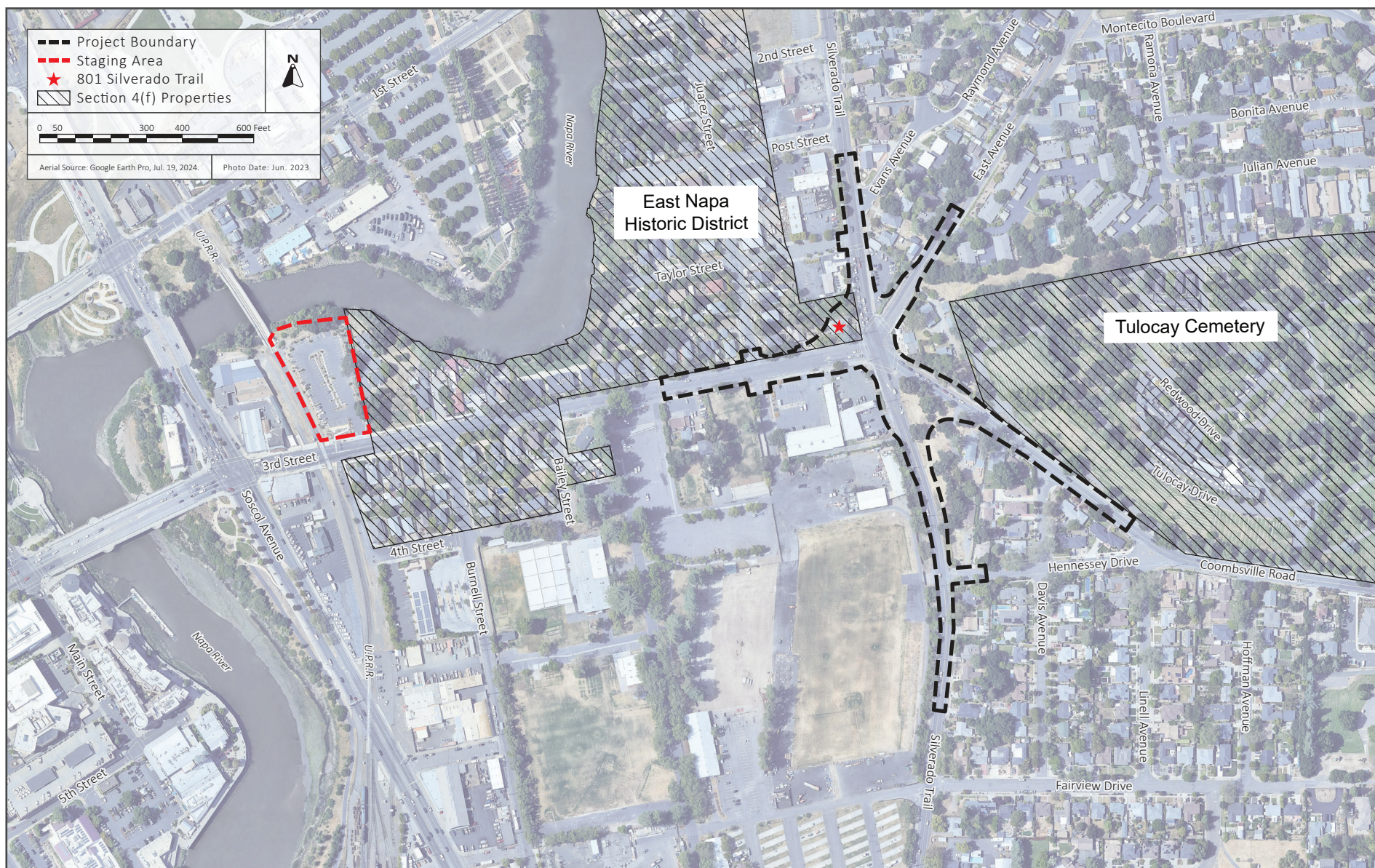
2.3.2 No Build Alternative

The No Build Alternative leaves the existing lane geometrics and intersection controls in place, without a roundabout. Under existing conditions, the intersection of SR 121/Third Street/Coombsville Road/East Avenue remains signalized. This alternative does not meet the purpose and need for the Project to improve intersection operations.

Chapter 3 Section 4(f) Properties

3.1 801 Silverado Trail and East Napa Historic District

The Build Alternative would impact one protected Section 4(f) historic property, the East Napa Historic District. For the purposes of this project only, the district is considered eligible under NRHP Criteria A, for its association with the City of Napa's Italian American community settlement and working-class residential development, and under Criteria C, as a surviving example of a working-class neighborhood with high level of architectural integrity. Caltrans CSO approved the consideration of eligibility on August 27, 2024. The 70 properties within the district are considered contributors to the district's historical integrity. One of them, 801 Silverado Trail, was determined not individually eligible for the NRHP and SHPO concurred with that finding on April 7, 2025. Nevertheless, the construction of one of the two roundabouts requires the demolition of the building at 801 Silverado Trail, resulting in an adverse effect to the East Napa Historic District per the 106 PA, Stipulation X.C. Figure 3.1-1 shows the location of the East Napa Historic District, of the building at 801 Silverado Trail, and of the Project site.



SECTION 4(F) RESOURCES LOCATION MAP

FIGURE 3.1-1

Chapter 4 Use of the Section 4(f) Property

This chapter discusses the Section 4(f) use of the Build Alternative and the historic residential property at 801 Silverado Trail, as a contributing property to the East Napa Historic District, as described in Chapter 3 of this document. As defined in 23 CFR 774.17, “use” of Section 4(f) property occurs:

1. When land is permanently incorporated into a transportation facility.
2. When there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d). CFR 774.13(d) indicates that temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) are exceptions to the requirement for Section 4(f) approval. Specifically, for the purposes of Section 4(f), such temporary occupancy of a Section 4(f) resource does not normally constitute use if each of the following five conditions is met 23 CFR 774.13(d):
 - a. Duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
 - b. Scope of work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);
 - c. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
 - d. The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and
 - e. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
3. When there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15. 23 CFR 774.15(a) indicates a constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.

A historic district is considered a Section 4(f) resource if the historic district is listed or determined eligible for listing in the NRHP. An individual property within a historic district is subject to consideration under Section 4(f) if it is on or eligible for the NRHP

individually or if it is an element that is considered "contributing" to the characteristics that qualify the historic district as an eligible property. Impacts to non-contributing elements of a historic district would not constitute a Section 4(f) use.

Definition of Effect and Criteria of Adverse Effect

The definition of effect is contained within 36 CFR Part 800, "Effect means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register." An adverse effect 36 CFR Part 800.16(i) occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association per 36 CFR 800.5(a)(1)." Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Use of the Section 4(f) Property Under the No-Build Alternative

The No-Build Alternative would not include any of the elements of the Build Alternative; therefore, it would not result in the use of any land from a Section 4(f) property and there would be no impacts to the residence at 801 Silverado Trail. The No Build Alternative is an avoidance alternative assessed in Chapter 5.

Use of the Section 4(f) Property Under the Build Alternative

The Build Alternative would result in the full right-of-way purchase of the property at 801 Silverado Trail for permanent incorporation into the proposed roundabout transportation facility. The existing residence would be demolished. This would constitute an adverse effect under Section 106 as the residence is a contributing resource to the East Napa Historic District, which is considered an eligible resource for the purposes of this analysis; therefore, there is a Section 4(f) use to the historic district because there is an anticipated Section 106 adverse effect due to the removal of a contributing property from the historic district.

Chapter 5 Avoidance Alternatives

Section 4(f) specifies that Caltrans may approve a project requiring the use of Section 4(f) property only if there are no prudent and feasible avoidance alternatives to the use of Section 4(f) resources and that the proposed action includes all possible planning to minimize harm to the affected resources. 23 CFR 774.17 defines a feasible and prudent avoidance alternative as follows:

1. A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. It is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
2. An avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
3. An avoidance alternative is not prudent if it:
 - i. Compromises the project so that it is unreasonable given the Purpose and Need;
 - ii. Results in unacceptable safety or operational problems;
 - iii. After reasonable mitigation, still causes:
 - a) Severe social, economic, or environmental impacts;
 - b) Severe disruption to established communities;
 - c) Severe environmental justice impacts; or
 - d) Severe impacts to other federally protected resources.
 - iv. Results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
 - v. Causes other unique problems or unusual factors; or
 - vi. Involves multiple factors listed above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Alternatives Considered

Thirteen conceptual build alternatives were originally designed for the Project, which were narrowed into three build alternatives during the Project Initiation Document (PID) phase, and one build alternative during the Project Approval & Environmental Document

(PA&ED) phase. Alternatives were eliminated prior to and during the PID Phase primarily based on their ability to meet the Project's Purpose and Need, excessive costs, unacceptable traffic operations, and imposed access restrictions.

All previously developed concepts were considered for their ability to avoid Section 4(f) protected properties. Six alternatives were moved forward within the Section 4(f) analysis to determine if these alternatives were feasible and prudent avoidance alternatives to avoid the use of the historic district. The potential alternatives were further reviewed to determine if they were feasible as a matter of sound engineering judgment and prudent as described for each alternative below. Out of the six alternatives, two alternatives were determined to be redundant as they had similar designs to two of the other alternatives. Therefore, the six alternatives were narrowed down to four alternatives by combining the alternatives that otherwise would have been considered redundant. Additionally, the No-Build Alternative would avoid the Section 4(f) protected property (i.e., the historic district).

5.1 No-Build Alternative

Under the No-Build Alternative, there would be no action and the improvements associated with the Build Alternative would not be constructed. The feasibility factor, therefore, is not relevant to the No Build Alternative. The following addresses components that inform the prudency factors, as listed above.

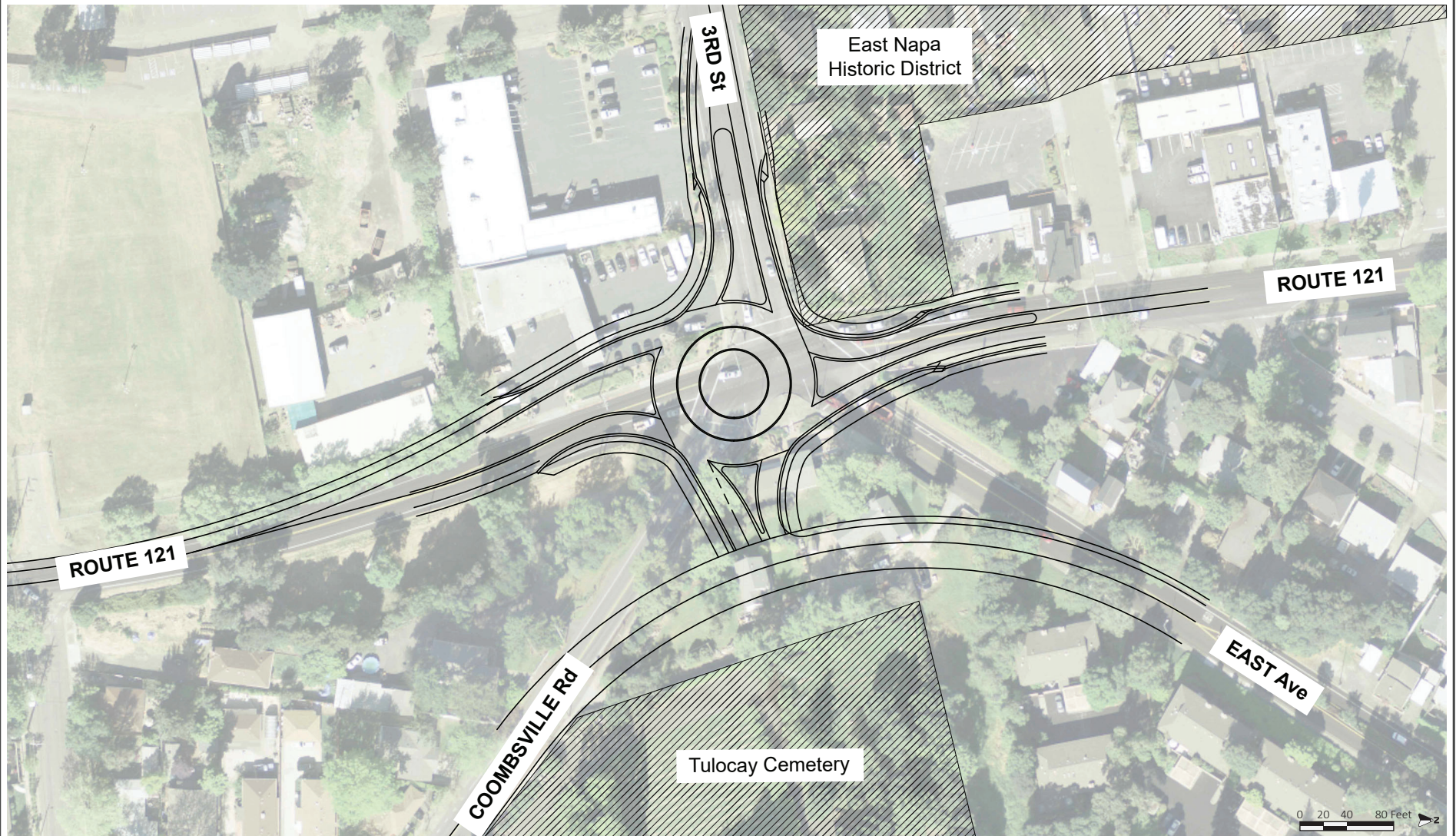
- i. The No Build Alternative would compromise the Project to a degree that it is unreasonable to proceed in light of the purpose and need because it would not address the existing operational deficiencies that result in vehicle delay and congestion and would not address the existing bicycle and pedestrian safety concerns at the Project intersection.
- ii. As discussed above, the No Build Alternative would result in operational problems because it would not address the existing unacceptable level of service (LOS) conditions at the Project intersection that will worsen over time as vehicle traffic increases. The No Build Alternative would also not address the existing bicycle and pedestrian safety problems or make any improvements to address the high collision rates at the Project intersection.
- iii. The No Build Alternative would not cause severe social, economic, or environmental impacts, severe disruptions to established communities, or severe impacts to federally protected resources.
- iv. The No Build Alternative would not result in additional construction, maintenance, or operational costs of an extraordinary magnitude.
- v. The No Build Alternative would not cause other unique problems or unusual factors.
- vi. The No Build Alternative would not cumulatively result in impacts of extraordinary magnitude.

Weighing all of the circumstances, it appears the No Build Alternative would not be considered feasible and prudent in light of the factors set forth in 23 CFR 774.17 (i) and (ii), as initially analyzed above.

These previously developed concepts were considered for their ability to avoid Section 4(f) protected properties. Although a considerable amount of time, design effort, resources, and early public outreach were done for this analysis during the project delivery phases for PID/planning and PA&ED, not all alternatives completely avoid the contributing property to the East Napa Historic District. As can be seen in the figures where the conceptual design alternatives reflect a very small area of design that overlaps the historic residential property at 801 Silverado Trail, which is a contributing property to the East Napa Historic District. The following paragraphs demonstrate the due diligence conducted by the project delivery team in an attempt to avoid the Section 4f property.

5.2 Alternative 1: Four-Legged Roundabout

Alternative 1 would construct a four-legged roundabout that would connect directly to SR 121 and Third Street and would connect to East Avenue and Coombsville Road via a T-intersection, as shown in Figure 5.2-1.



ALTERNATIVE 1

FIGURE 5.2-1

The paragraphs below discuss the six factors that inform feasibility and prudence.

- i. Alternative 1 would compromise the Project to a degree that it is unreasonable to proceed with in light of the purpose and need because it would not improve operations of the Project intersection. The T-intersection of East Avenue and Coombsville Road would likely operate poorly as there would be a high volume of vehicles traveling northwest on Coombsville Road and making a left turn toward the roundabout. These conditions of high volume of vehicles and left turn movements would fail to meet the Project's purpose of improving intersection operations to reduce driver delay and congestion. Therefore, according to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.
- ii. As discussed above, Alternative 1 would result in operational problems due to an anticipated high volume of vehicles that would travel northwest on Coombsville Road making a left turn toward the roundabout, resulting in vehicle queuing at the T-intersection of Coombsville Road and East Avenue and unacceptable LOS conditions. Therefore, according to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.
- iii. Alternative 1 would not cause severe environmental impacts or impacts to federally protected environmental resources. However, Alternative 1 would result in a full acquisition of one commercial property and a major impact to at least one additional commercial property, potentially resulting in social and economic impacts to the local community. The potential right-of-way impacts are summarized below:
 - a) Napa Marble & Granite Works (9 Coombsville Road) is a monument and grave marker business. The existing commercial structure falls within the footprint of the proposed connection between East Avenue/Coombsville Road and the four-legged roundabout, requiring full acquisition of the property and demolition of the structure.
 - b) Napa Tire & Wheels (713 Silverado Trail) is an automobile service business. The southbound SR 121 exit from the four-legged roundabout would impact the existing overhang/carport structure on the property. Both existing driveways would be closed off because of the design footprint for the roundabout, and there may not be a suitable location to provide a new driveway that gives sufficient distance from the roundabout. This would lead to a high probability for full acquisition of the parcel for the impacted property and business. Additionally, due to the nature of the business, contaminated soils are likely present in the area.
 - c) 1010 East Avenue is a multi-family residential property with two residences that would be directly impacted by the connection of Coombsville Road to East Avenue. Full acquisition of the property and demolition of the residences would be required.

- iv. Alternative 1 would result in additional costs associated with an increased number of property acquisitions, including two businesses (Napa Marble & Granite Works and Napa Tires & Wheels). Additionally, there is likely contaminated soil on the Napa Tire & Wheels property due to the nature of the existing business that would require remediation and monitoring, which would also add costs to the Project. These costs, while an increase compared to the proposed Build Alternative, are not anticipated to be of an extraordinary magnitude.
- v. While the Napa Marble & Granite Works property is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business and the nearby Tulocay Cemetery, which introduces a unique problem because this business makes grave markers and headstones for Tulocay Cemetery.
- vi. Alternative 1 would result in an increased number of property acquisitions, including up to two businesses. This alternative would acquire the Napa Marble & Granite Works property and result in a major impact on or full acquisition of the Napa Tires & Wheels property. This alternative would also acquire two residences at 1010 East Avenue. These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up to two residences and two businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works. Therefore, according to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.

Weighing all of the circumstances, it appears that Alternative 1 would not be considered as feasible and prudent in light of the factors in 23 CFR 774.17 (i), (ii), and (vi), as initially analyzed above. However, a final decision will not be made until after the draft document has been circulated for public review.

5.3 Alternative 2: Five-Legged Roundabout

Alternative 2 would construct a single, five-legged roundabout, as shown in Figure 5.3-1.

The paragraphs below discuss the six factors that inform feasibility and prudence.

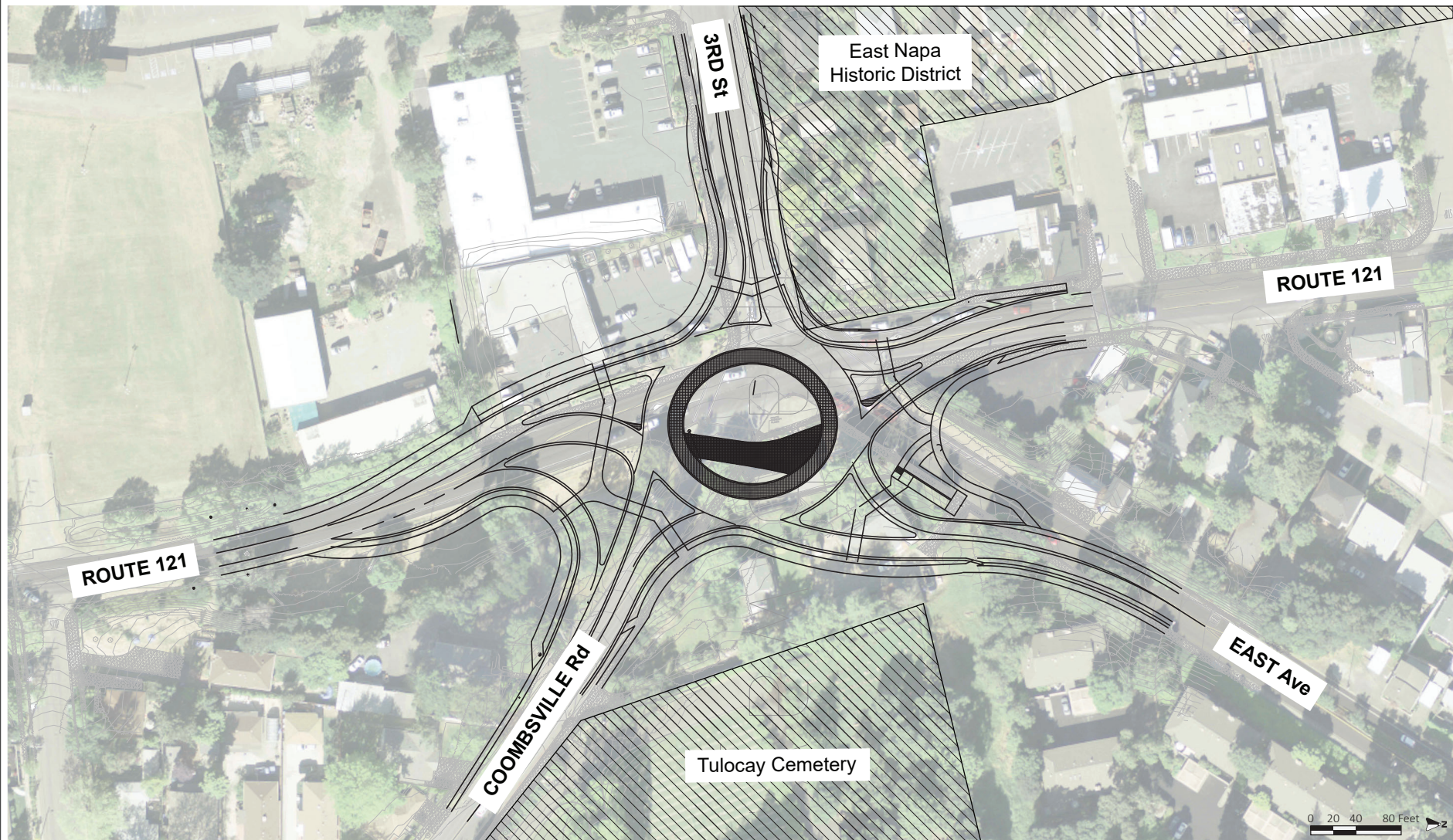
- i. Alternative 2 would not compromise the Project so that it is unreasonable given the purpose and need. Alternative 2 would address the purpose and need of the Project because it would reduce conflict points at the Project intersection; however, it may compromise the operation and safety element of the purpose and need as compared to the Project.

- ii. Alternative 2 would not result in unacceptable safety or operational problems because it would improve existing conditions; however, the five-legged roundabout would increase traffic delays, pedestrian crossing distances, and vehicular speeds as compared to the Project.
- iii. Alternative 2 would not cause severe environmental impacts or impacts to federally protected environmental resources. However, Alternative 2 could result in a full acquisition of three commercial properties and full acquisition of a residential property, potentially resulting in social and economic impacts to the local community. The potential right-of-way impacts are summarized below:
 - a) Napa Marble & Granite Works (9 Coombsville Road) is a monument and grave marker business. The property would be completely within the footprint of the roundabout and would require full acquisition.
 - b) Posh Motors is a used car dealership which uses the parking lot on their property to store and display inventory. Alternative 2 may eliminate both existing driveways for the Posh Motors (800 Silverado Trail) property. If both driveways are eliminated, full acquisition of the property would be required.
 - c) Napa Tire & Wheels (713 Silverado Trail) is an automobile service business. The southbound SR 121 exit from the five-legged roundabout would impact the existing overhang/carport structure on the property. Both existing driveways would be impacted, and there may not be a suitable location to provide a new driveway that gives sufficient distance from the roundabout. Discussion with the business owners will determine if full acquisition is required. Additionally, due to the nature of the business, contaminated soils are likely present in the area.
 - d) 1010 East Avenue is a multi-family residential property with two residences that would be directly impacted by Alternative 2. The main residence is within the alignment for East Avenue and would require demolition. An additional residence is directly adjacent to the improvements and a new driveway access to the property may be infeasible, requiring full acquisition of the property.
- iv. Alternative 2 would result in additional costs associated with an increased number of property acquisitions, including up to three businesses (Napa Marble & Granite Works, Posh Motors, and Napa Tire & Wheels) and one multi-family residential property. Additionally, there is likely contaminated soil on the Napa Tire & Wheels property due to the nature of the existing business that would require remediation and monitoring, which would also add costs to the Project. These costs, while an increase compared to the proposed Build Alternative, are not anticipated to be of an extraordinary magnitude, however, these cost increases could bring into question the reasonableness for the expenditure of public funds.

- v. While the Napa Marble & Granite Works property is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which introduces a unique problem because this business makes grave markers and headstones for Tulocay Cemetery.
- vi. Alternative 2 would result in an increased number of property acquisitions, including up to three businesses (Napa Marble & Granite Works, Posh Motors, and Napa Tire & Wheels) and residence(s) at 1010 East Avenue. These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up to two residences and three businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works.

Additionally, cumulative projects in the area are anticipated to result in network changes to SR 121 to address cut through traffic at Hennessey Drive, including left-turn restrictions. The implementation of left-turn restrictions at Hennessey Drive, a likely outcome of the roundabout construction, would result in operational deficiencies on Third Street (LOS E). Unacceptable LOS conditions along Third Street would cause unique problems for the local community because Third Street connects local residential and commercial uses to SR 121 and Napa's downtown area, west of the Project intersection. These factors would cumulatively result in unique problems for the existing community character and local economy, resulting in severe disruption to an established community. Therefore, according to this factor, Alternative 2 is preliminarily determined not to be feasible and prudent.

Weighing all of the circumstances, it appears that Alternative 2 would result in incrementally worse operations, increased property acquisition, increased costs from right-of-way and environmental remediation, cause unique problems for the community due to the removal of several businesses including Napa Marble & Granite Works, and result in unacceptable LOS conditions along Third Street as a result of cumulative projects in the area, as described above. Alternative 2 would not be considered feasible and prudent in light of the factors in 23 CFR 774.17 (vi), as initially analyzed above. However, a final decision will not be made until after the draft document has been circulated for public review.

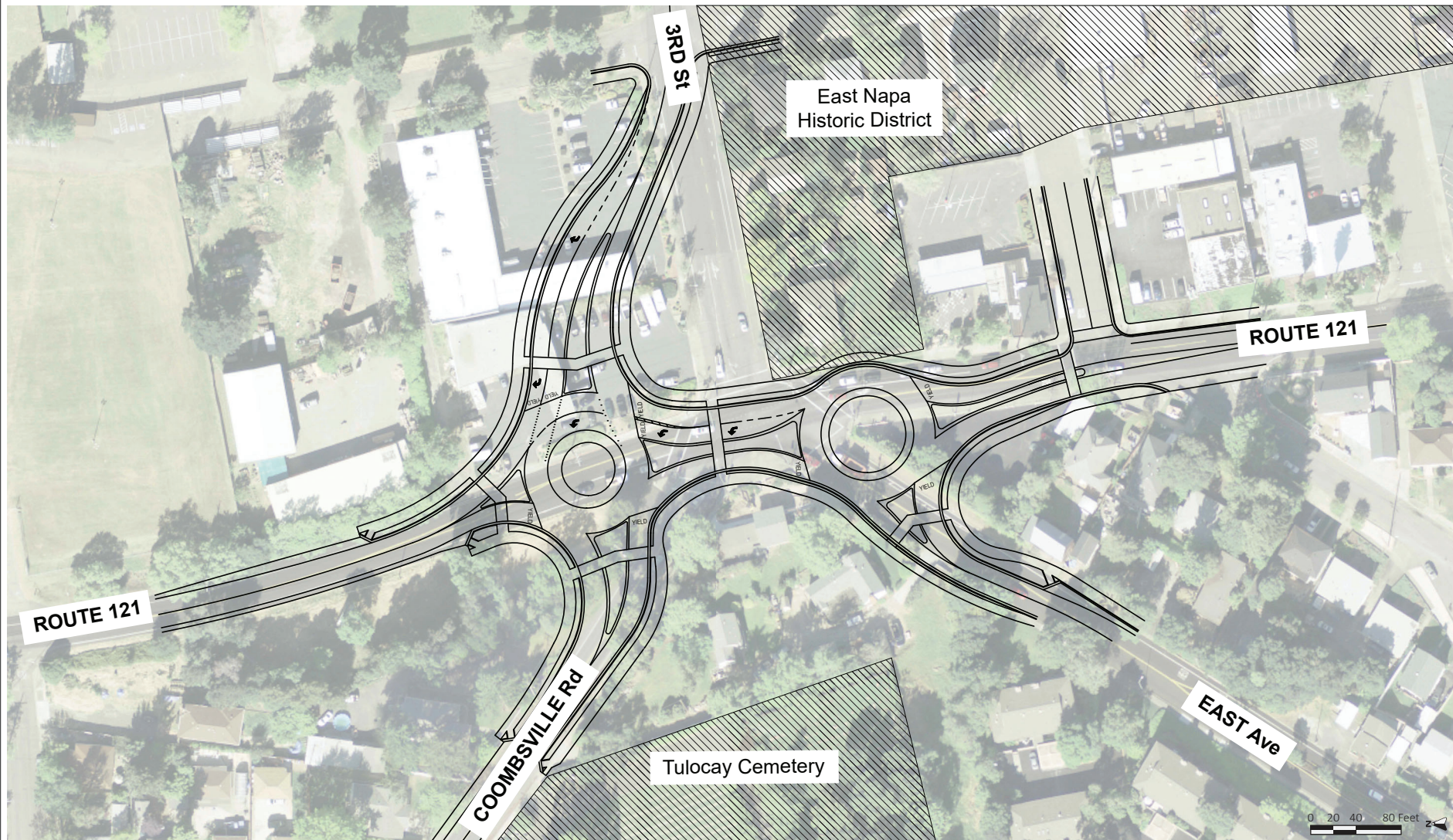


5.4 Alternative 3: Two Roundabouts

Similar to the proposed Build Alternative, Alternative 3 would construct two roundabouts at the Project intersection. However, Alternative 3 would reroute Third Street to the southern roundabout rather than the northern roundabout, as shown in Figure 5.4-1.

The paragraphs below discuss the six factors that inform feasibility and prudence.

- i. Alternative 3 would compromise the Project to a degree that it is unreasonable to proceed in light of the purpose and need because it would not improve intersection operations. The AM and PM peak hour queues for southbound vehicles on SR 121 entering the southern roundabout would likely extend more than 150 feet, which is the available distance between the two roundabouts. This would result in the queue spilling back into the northern roundabout, creating significant delay. This would not meet the purpose and need to improve intersection operations and reduce vehicle delay and congestion. Therefore, according to this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.
- ii. As discussed above, Alternative 2 would result in operational problems because the AM and PM peak hour queues for southbound vehicles on SR 121 entering the southern roundabout would likely extend more than 150 feet, which is the available distance between the two roundabouts. This would result in the queue spilling back into the northern roundabout, creating significant delay. Therefore, according to this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.
- iii. Alternative 3 would not cause severe environmental impacts or impacts to federally protected environmental resources. However, Alternative 3 would result in a full acquisition of three commercial properties and a major or full acquisition of a fourth commercial property, potentially resulting in social and economic impacts to the local community. The potential right-of-way impacts are summarized below:
 - a) Posh Motors is a used car dealership which uses the parking lot on their property to store and display inventory. Alternative 3 would require acquisition of a significant portion of the parking area, which eliminates the commercial viability of the property as a car dealership. A full acquisition would be anticipated.
 - b) Third Street would be realigned through the center of the Napa Tire & Wheels property, and a full acquisition would be required. Due to the nature of the business, contaminated soils are likely present in the area.
 - c) Both existing driveways to the Napa Marble & Granite Works property would be eliminated and there are no viable locations to provide a new driveway. A full acquisition would be required.



ALTERNATIVE 3

FIGURE 5.4-1

- d) The commercial center on the southeast corner of Third Street and Juarez Street includes multiple businesses, including an appliance store, plumbing showroom, and children's event venue. Third Street would be realigned through the property, requiring demolition of a portion of the existing building. Some commercial utility of the remaining unused property may be possible, and an existing driveway onto Juarez Street would remain. Major acquisition would be anticipated, though full acquisition may be required depending on discussions with the property owners.
 - e) The residential property at 1010 East Avenue would require partial acquisition and may require driveway realignment.
- iv. Alternative 3 would result in additional costs associated with an increased number of property acquisitions, including up to three businesses (Napa Marble & Granite Works, Napa Tires & Wheels, and Posh Motors), potential full acquisition of the commercial center at Third Street and Juarez Street, and partial acquisition of the residential property at 1010 East Avenue. There would also likely be additional cost associated with soil remediation and monitoring for the Napa Tire & Wheels property. These costs, while an increase compared to the proposed Build Alternative, are not anticipated to be of an extraordinary magnitude, however, these cost increases could bring into question the reasonableness for the expenditure of public funds.
 - v. While the Napa Marble & Granite Works property is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which makes grave markers and headstones, and the nearby Tulocay Cemetery.
 - vi. Alternative 3 would result in an increased number of property acquisitions, including up to three business parcels (Napa Marble & Granite Works, Napa Tires & Wheels, and Posh Motors), a portion of a commercial center including at least one business, and partial acquisition of 1010 East Avenue. These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up to three businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works. Therefore, according to this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.

Weighing all of the circumstances, it appears that Alternative 3 would not be considered as feasible and prudent in light of the factors in 23 CFR 774.17 (i), (ii), and (vi), as initially analyzed above. However, a final decision will not be made until after the draft document has been circulated for public review.

5.5 Alternative 4: Two Signalized Intersections

Alternative 4 would reroute Coombsville Road to intersect with SR 121 south of Third Street, creating a new intersection. The existing five-way intersection would be reduced to a four-way intersection of SR 121, Third Street, and East Avenue. A conceptual plan of Alternative 4 is shown in Figure 5.5-1.

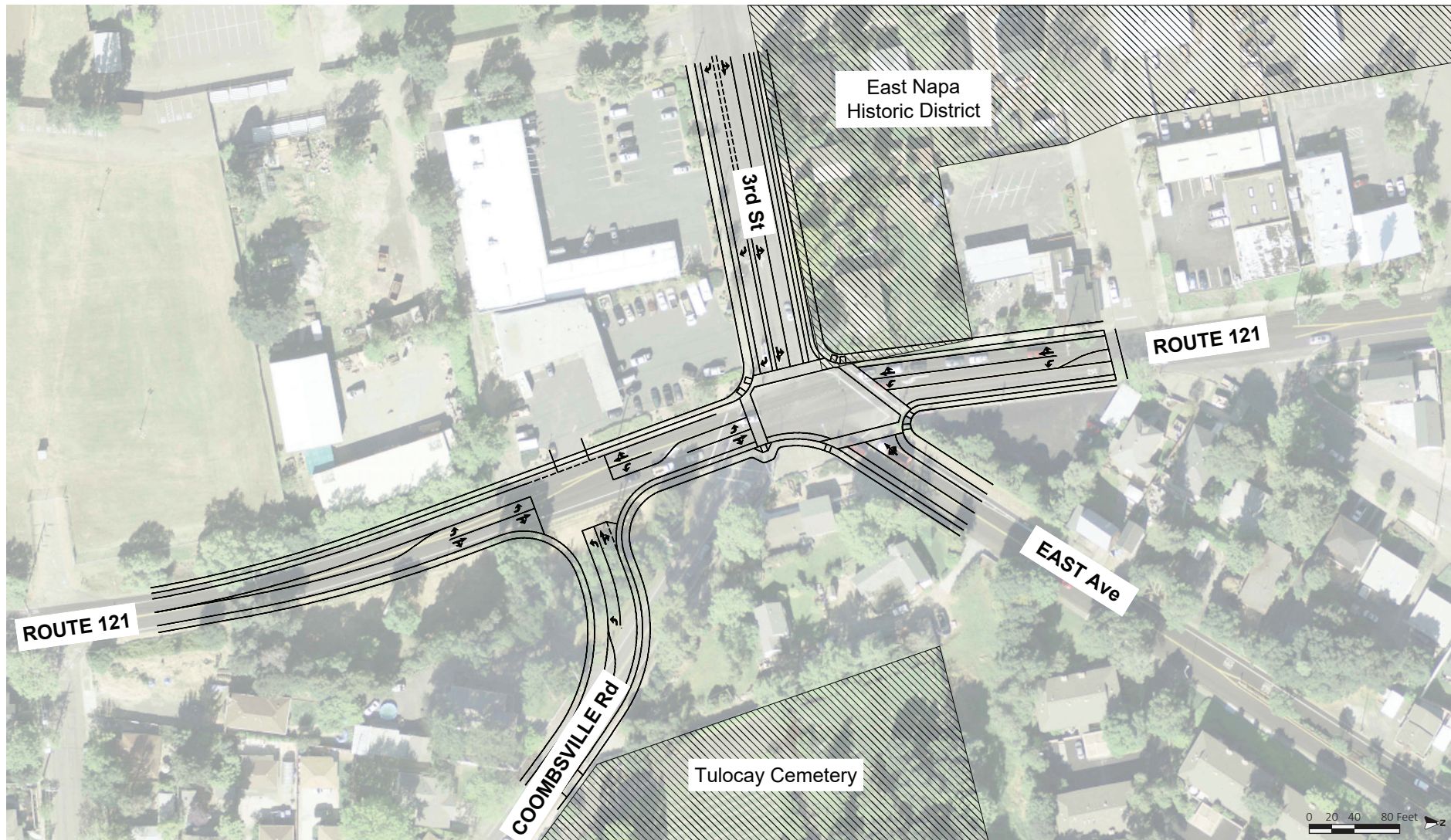
The paragraphs below discuss the six factors that inform feasibility and prudence.

- i. Alternative 4 would compromise the Project to a degree that it is unreasonable to proceed in light of the purpose and need because it would not improve operations or bicycle and pedestrian safety. The closely spaced signalized intersections could create queues for SR 121 through traffic that conflict or spill back into the other intersection, causing delay. Long, skewed crossings for bicyclists and pedestrians would remain, which contribute to safety concerns. Therefore, according to this factor, Alternative 4 is preliminarily determined not to be feasible and prudent.
- ii. As discussed above, Alternative 4 would likely result in poor operating conditions and would not improve existing conditions for bicycle and pedestrian safety. The closely spaced signalized intersections could create queues for SR 121 through traffic that conflict or spill back into the other intersection, causing delay. Long, skewed crossings for bicyclists and pedestrians would remain, which contribute to safety concerns. Therefore, according to this factor, Alternative 4 is preliminarily determined not to be feasible and prudent.
- iii. Alternative 4 would not cause severe environmental impacts or impacts to federally protected environmental resources. However, Alternative 4 would require major acquisition from at least one residential property (36 Coombsville Road) to reroute Coombsville Road to a new three-legged signalized intersection. If suitable driveway access cannot be maintained for Napa Marble & Granite Works, full acquisition of the property may be required, potentially resulting in social and economic impacts to the local community.
- iv. Alternative 4 would not result in additional construction, maintenance, or operational costs of an extraordinary magnitude.
- v. While the Napa Marble & Granite Works property is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which makes grave markers and headstones, and the nearby Tulocay Cemetery.
- vi. Alternative 4 would not cumulatively result in unique problems or impacts of extraordinary magnitude.

Weighing all of the circumstances, it appears that Alternative 4 would not be considered as feasible and prudent in light of the factors in 23 CFR 774.17 (i) and (ii), as initially

analyzed above. However, a final decision will not be made until after the draft document has been circulated for public review.

A summary of Alternatives 1 through 4, and the feasibility and prudence factor evaluations is provided in Table 5.5-1, following Figure 5.5-1.



ALTERNATIVE 4

FIGURE 5.5-1

Table 5.5-1: Section 4(f) Alternatives Summary

Alt.	Description	Avoid Impacts to other Section 4(f) Resources	1. Compromises the Purpose and Need	2. Safety or Operational Problems	3. After mitigation, still causes social, economic, or environmental impacts; disproportionate impacts to minority or low-income populations; or severe impacts to other Federally-protected environmental resources	4. Additional construction, maintenance, or operational costs of extraordinary magnitude	5. Other unique problems or unusual factors	6. Involves multiple factors that cumulatively cause unique problems or impacts of extraordinary magnitude
1	Four-legged roundabout for SR 121 and 3 rd Street with connection to T-intersection for East Avenue and Coombsville Road	Yes Care would need to be taken to ensure no impacts to the cemetery.	Yes, compromises the P&N because it does not improve operations The T-intersection of East Avenue/ Coombsville Road likely operates poorly, with high volumes of vehicles traveling northwest on Coombsville Road and making a left turn toward the roundabout. According to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.	Operational Problems The T-intersection of East Avenue/ Coombsville Road likely operates poorly, with high volumes of vehicles traveling northwest on Coombsville Road and making a left turn toward the roundabout resulting in unacceptable LOS. According to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.	This alternative would result in a full acquisition of one commercial property and a major impact to at least one additional commercial property: <ul style="list-style-type: none">Napa Marble & Granite Works (9 Coombsville Road) is a monument and grave marker business. The structure falls in the footprint of the proposed connection between East Ave/ Coombsville Road and the new four-legged roundabout, requiring full acquisition of the property and demolition of the structure.Napa Tire & Wheels (713 Silverado Trail) is an automobile service business. The southbound SR 121 exit from the roundabout would impact the existing overhang/car port structure on the property. Both existing driveways would be closed off because of the design footprint of the roundabout, and it may be challenging to identify an acceptable location to provide a new driveway that provides sufficient distance from the roundabout. This would lead to a high probability for full acquisition of the parcel. Due to the nature of the business, contaminated soils are likely present in the area.This alternative would also acquire two residences on the multi-family residential parcel at 1010 East Avenue.	There would be additional costs associated with right-of-way acquisition, including two businesses. There would also likely be additional cost associated with soil remediation and monitoring for the Napa Tire & Wheels property. These costs would be an increase but are not anticipated to be of an extraordinary magnitude.	While Napa Marble & Granite Works (9 Coombsville Road) is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business and the nearby Tulocay Cemetery, which introduces a unique problem because this business makes grave markers and headstones for Tulocay Cemetery.	Yes, there are cumulative factors due to an increased number of property acquisitions, including up to two businesses. This alternative would acquire the Napa Marble & Granite Works property and result in a major impact on or full acquisition of the Napa Tires & Wheels property. This alternative would also acquire two residences on the parcel at 1010 East Avenue. These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up to two residences and two businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works. Therefore, according to this factor, Alternative 1 is preliminarily determined not to be feasible and prudent.
2	Five-legged roundabout	Yes, no other 4(f) resources impacted.	No, this alternative might meet P&N but may compromise operation and safety element of the P&N as compared to the Project. Alternative 2 would reduce conflict points at the Project intersection.	No, this alternative would not result in unacceptable safety or operational problems because it would improve existing conditions; however, it would increase traffic delays, pedestrian crossing distances, and vehicular speeds as compared to the Project.	This alternative would result in a full acquisition of three commercial properties and full acquisition of a residential property, potentially resulting in social and economic impacts to the local community. <ul style="list-style-type: none">Napa Marble & Granite Works (9 Coombsville Road), located on the east corner of the intersection between East Avenue and Coombsville Road would be fully acquired and demolished. The parcel would be completely within the footprint of the new roundabout.Napa Tire & Wheels (713 Silverado Trail) is an automobile service business. The southbound SR 121 exit from the roundabout would impact the existing overhang/carport structure on the property. Both existing driveways would be impacted, and it may be challenging to identify an acceptable location to provide a new driveway that provides sufficient distance from the roundabout. Discussions with the business owners will determine if full acquisition is required. Due to the nature of the business, contaminated soils are likely present in the area.Posh Motors (800 Silverado Trail) is assumed to require acquisition due to elimination of both driveways to the parking lot used to store and display inventory.This alternative would also result in the acquisition of the multi-family residential parcel at 1010 East Avenue containing two residences.	There would be additional costs associated with right-of-way acquisition, including up to three businesses and one residential property. There would also likely be additional cost associated with soil remediation and monitoring for the Napa Tire & Wheels property. These costs would be an increase but are not anticipated to be of an extraordinary magnitude, however, these cost increases could bring into question the reasonableness for the expenditure of public funds.	While Napa Marble & Granite Works (9 Coombsville Road) is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which introduces a unique problem because this business makes grave markers and headstones for Tulocay Cemetery.	Yes, there are cumulative factors due to an increased number of property acquisitions, including up to three businesses and two residences. These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up to two residences and three businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works. Cumulative projects in the area are anticipated to result in network changes to SR 121 to address cut through traffic at Hennessey Drive, including left-turn restrictions. The implementation of left-turn restrictions at Hennessey Drive, a likely outcome of the roundabout construction, would result in operational deficiencies on Third Street (LOS E). Unacceptable LOS conditions along Third Street would cause unique problems for the local community because Third Street connects local residential and commercial uses to SR 121 and Napa's downtown area, west of the Project intersection. These factors would cumulatively result in unique problems for the existing community character and local economy, resulting in severe disruption to an established community. Therefore, according to this factor, Alternative 2 is preliminarily determined not to be feasible and prudent.

3	Two roundabout intersections with 3 rd Street rerouted to the southern roundabout	Yes, no other 4(f) resources impacted.	<p>Yes, compromises the P&N because it does not improve operations</p> <p>The AM and PM queue for southbound vehicles on SR 121 entering the southern roundabout will likely extend more than 150', which is the available distance between roundabouts in this alternative. This means the queue would spill back into the northern roundabout, creating significant delay. Therefore, according to this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.</p>	<p>Operational Problems</p> <p>The AM and PM queue for southbound vehicles on SR 121 entering the southern roundabout will likely extend more than 150', which is the available distance between roundabouts in this alternative. This means the queue would spill back into the northern roundabout, creating significant delay. Therefore, according to this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.</p>	<p>This alternative would likely result in a full acquisition of three commercial properties and a major or full acquisition of a fourth property, potentially resulting in social and economic impacts to the local community.</p> <ul style="list-style-type: none"> – Posh Motors (800 Silverado Trail) is a used car dealership which uses the parking lot on their property to store and display inventory. This alternative would require acquisition of a significant portion of the parking area which eliminates the commercial viability of the property as a car dealership. Full acquisition would be anticipated. – Napa Tire & Wheels (713 Silverado Trail) is an automobile service business. 3rd Street would be realigned through the center of their property, and a full acquisition is anticipated. Due to the nature of the business, contaminated soils are likely present in the area. – Napa Marble & Granite Works (9 Coombsville Road) is a monument and grave marker business. Both existing driveways to the property would be eliminated with this alternative and there are no viable locations to provide a new driveway. Full acquisition would be anticipated. – The commercial center on the southeast corner of Third Street and Juarez Street includes multiple businesses, such as an appliance store, plumbing showroom, and children's event venue. Third Street would be realigned through the property, requiring demolition of a portion of the existing building. Some commercial utility of the remaining unused property may be possible, and an existing driveway onto Juarez Street would remain. Major acquisition is anticipated, though full acquisition may be required depending on discussion with property owner. – The residential property at 1010 East Avenue would require partial acquisition and may require driveway realignment. 	<p>There would be additional costs associated with right-of-way acquisition, including up to three businesses, potential full acquisition of a commercial center at Third Street and Juarez Street, and partial acquisition of the residential property at 1010 East Avenue. There would also likely be additional cost associated with soil remediation and monitoring for the Napa Tire & Wheels property. These costs would be an increase but are not anticipated to be of an extraordinary magnitude, however, these cost increases could bring into question the reasonableness for the expenditure of public funds..</p>	<p>While Napa Marble & Granite Works (9 Coombsville Road) is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which makes grave markers and headstones, and the nearby Tulocay Cemetery.</p>	<p>Yes, there are cumulative factors due to an increased number of property acquisitions, including three or more businesses. The alternative would fully acquire the Posh Motors, Napa Tire & Wheels, Napa Marble & Granite Works properties and would result in a major impact on or full acquisition of the commercial center on the southeast corner of Third Street and Juarez Street.</p> <p>This alternative would also result in partial acquisition of the 1010 East Avenue properties and may require driveway relocations.</p> <p>These factors would cumulatively result in impacts to the existing community character and local economy by demolishing several existing buildings surrounding the Project intersection and displacing up three businesses. In particular, displacement of the Napa Marble & Granite Works business would cause a unique problem for the Tulocay Cemetery, an assumed Section 4(f) property, due to its existing business relationship of purchasing grave markers and headstones from Napa Marble & Granite Works. Therefore, according this factor, Alternative 3 is preliminarily determined not to be feasible and prudent.</p>
4	Two signalized intersections	Yes, no other 4(f) resources impacted.	<p>Yes, compromises the P&N because it does not improve operations or bicycle/pedestrian safety</p> <p>Closely spaced signals may create queues for SR 121 through traffic that conflict or spill back into the other intersection, causing delay.</p> <p>Long, skewed crossings for bikes and pedestrians remain, which contribute to safety concerns. Therefore, according to this factor, Alternative 4 is preliminarily determined not to be feasible and prudent.</p>	<p>Safety and Operational Problems</p> <p>Closely spaced signals may create queues for SR 121 through traffic that conflict or spill back into the other intersection, causing delay.</p> <p>Long, skewed crossings for bikes and pedestrians remain, which contribute to safety concerns. Therefore, according to this factor, Alternative 4 is preliminarily determined not to be feasible and prudent.</p>	<p>This alternative would likely require major acquisition of at least one residential property (36 Coombsville Road) to reroute Coombsville Road to a new three-legged signalized intersection.</p> <p>If suitable driveway access cannot be maintained for Napa Marble & Granite Works (9 Coombsville Road), full acquisition of this property may be required, potentially resulting in social and economic impacts to the local community.</p>	<p>No, this alternative would not result in additional cost of an extraordinary magnitude.</p>	<p>While Napa Marble & Granite Works (9 Coombsville Road) is not a listed historic resource, the family-owned business has been in operation for nearly 80 years and there is a strong relationship between the business, which makes grave markers and headstones, and the nearby Tulocay Cemetery.</p>	<p>No, the alternative does not involve cumulative factors that cause unique problems or impacts of extraordinary magnitude.</p>

Chapter 6 Measures to Minimize Harm to the Section 4(f) Property

After determining there are no feasible and prudent alternatives to avoid the use of a Section 4(f) property, the project approval process for the Individual Section 4(f) Evaluation requires that the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to a Section 4(f) property resulting from such use, as stated in project approval as defined in 23 CFR 774.3 (a)(2).

All possible planning, as defined in 23 CFR 774.17, means that all reasonable measures (identified in the Individual Section 4(f) Evaluation) to minimize harm or mitigate adverse impacts and effects must be included in the proposed project:

1. With regard to public parks, recreation areas, and wildlife and waterfowl refuges, the measures may include, but not be limited to, design modifications or design goals; replacement of land or facilities of comparable value and function; or monetary compensation to enhance the remaining property or to mitigate the adverse impacts of the project in other ways.
2. With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed to by Caltrans as the NEPA-federal lead agency and the official(s) with jurisdiction over the Section 4(f) resource in accordance with the Section 106 consultation process under 36 CFR part 800 Protection of Historic Properties.
3. In evaluating the reasonableness of measures to minimize harm under 23 CFR 774.3(a)(2), Caltrans will consider the preservation purpose of the statute and:
 - a. The views of the official(s) with jurisdiction over the Section 4(f) property;
 - b. Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with 23 CFR 771.105(d); and
 - c. Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.
4. All possible planning does not require analysis of feasible and prudent avoidance alternatives, since such analysis will have already occurred in the context of searching for feasible and prudent alternatives that avoid Section 4(f) properties altogether under 23 CFR 774.3(a)(1) or is not necessary in the case of a de minimis impact determination under 23 CFR 774.3(b).

When neither avoidance nor reduction is possible in establishing final design, construction, and operation details of the undertaking, mitigation measures must be agreed on by the appropriate parties through preparation of a project-specific agreement document.⁴⁶ The Build Alternative was designed as two, single-lane roundabouts to minimize impacts on adjacent land uses, including minimizing property acquisitions on adjacent parcels within the East Napa Historic District. The following mitigation measure included in the Draft EIR/EA is recommended for agreement among the funding, construction, operation, consulting, and review parties.

MM CULT-1.1: In consultation with Section 106 stakeholders and the State Historic Preservation Officer (SHPO), Caltrans and the City of Napa will implement mitigation measures specific to the effects to the East Napa Historic District, including but not limited to, recordation consistent with Historic American Building Survey (HABS) standards and maintained in local repositories. These mitigation measures will be captured in a Memorandum of Agreement between Caltrans and the SHPO.

Recordation of the 801 Silverado Trail property and submittal to local repositories will ensure information about the property and East Napa Historic District are accessible to the public. Additional measures to minimize harm may be pursued following the public comment period and documented in the final Section 4(f) evaluation.

⁴⁶ 36 CFR 800.6.

Chapter 7 Coordination

Under 23 CFR 774.5, prior to making Section 4(f) approvals under 23 CFR 774.3(a), the Section 4(f) Evaluation will be provided for coordination and comment to the official with jurisdiction over the Section 4(f) resource and to the Department of the Interior. A minimum of 45 days will be provided for receipt of comments from the Department of Interior. If comments are not received within 15 days after the comment deadline, a lack of objection is assumed, and the action may proceed.

In the case of historic properties, the official with jurisdiction is the SHPO for the state wherein the property is located or, if the property is located on tribal land, the official with jurisdiction is the Tribal Historic Preservation Officer. When the Advisory Council on Historic Preservation (ACHP) is involved with consultation concerning a property under Section 106 of the NHPA, the ACHP is also an official with jurisdiction over the resource for purposes of this part. When the property is a National Historic Landmark, the NPS is also an official with jurisdiction over the resource.

For purposes of this Project, the East Napa Historic District is considered eligible for listing in the NRHP, and SHPO is the official with jurisdiction over the district. SHPO concurred with this consideration of eligibility on August 27, 2024 and with individual findings stating that 801 Silverado Trail and other nearby properties were not individually eligible for listing in the NRHP on April 7, 2025. As part of the Section 106 process, public participation efforts and outreach were conducted with local historical societies and Native American tribes.

7.1 Native American Consultation

The Native American Heritage Commission (NAHC) completed a search of its Sacred Lands File for the project area on April 22, 2024. The results were positive, and NAHC recommended contacting the tribes on the list provided for further information.

Consultation initiation letters under Section 106 and AB 52 were sent on August 7, 2024, by US Mail and email to 16 individuals representing 8 tribal organizations. Follow-up emails were sent on September 3, 2024.

Individual	Tribal Organization
Jennie Mitchum, Cultural Preservation Director	Cachil Dehe Band Wintun Indians Colusa Indian Community
Wayne Mitchum Jr., Chairman	Cachil Dehe Band Wintun Indians Colusa Indian Community
Charlie Wright, Chairperson	Cortina Rancheria Kletsel Dehe Band Wintun Indians
Ronald Kirk, Chairperson	Grindstone Rancheria of Wintun-Wailaki
Bunny Tarin, Tribal Administrator	Guidiville Rancheria of California

Michael Derry, Historian	Guidiville Rancheria of California
Christi Gabaldon, Tribal Monitor	Mishewal-Wappo Tribe of Alexander Valley
Scott Gabaldon, Chairperson	Mishewal-Wappo Tribe of Alexander Valley
Richard Massiatt, Councilmember	Muwekma Ohlone Tribe of the SF Bay Area
Charlene Nijmeh, Chairperson	Muwekma Ohlone Tribe of the SF Bay Area
Erica Carson, THPO	Pinoleville Pomo Nation
Leona Williams, Chairperson	Pinoleville Pomo Nation
Anthony Roberts, Chairperson	Yocha Dehe Wintun Nation
Leland Kinter, Tribal Treasurer	Yocha Dehe Wintun Nation
Yvonne Perkins, THPO, Cultural Resources Chairman	Yocha Dehe Wintun Nation
James Kinter, Tribal Secretary	Yocha Dehe Wintun Nation

The following responses were received:

Muwekma Ohlone Tribe of the SF Bay Area

- Richard Massiatt of the Muwekma Ohlone Tribe replied on August 16. He stated that the Tribe declined consultation because the project area was outside the Tribe's jurisdiction.

Mishewal-Wappo Tribe of Alexander Valley

- On August 9, 2024, Scott Gabaldon of the Mishewal-Wappo Tribe of Alexander Valley requested to be notified of any work being done in the project area, and also requested that a "tribal monitor be on site at all times."
- On September 18, 2024, a response from the Mishewal-Wappo Tribe of Alexander Valley (Mishewal-Wappo) would like to consult on the project. Phone calls were also received from the Mishewal-Wappo on September 23 and October 25, 2024, to request consultation and monitoring.
- A consultation meeting with Tek-Tekh was held on December 9, 2024. Present were representatives from the City of Napa, Caltrans District 4, David J. Powers and Associates, and A/HC. In the meeting, Tek-Tekh stated that the tribe considered the whole APE to be culturally sensitive as part of their territory from over 10,000 years ago, through the time they worked for Cayetano Juarez, who lived 0.5 miles south of the APE, to now. The tribe requested to monitor construction work. Consultation with the Mishewal-Wappo is ongoing.

Yocha Dehe Wintun Nation

- On October 30, 2024, a response was received from the Yocha Dehe Wintun Nation, stating their interest in a consultation meeting and requesting additional information.
- A consultation meeting was held on December 16, 2024, with representatives of Yocha Dehe Wintun Nation, Socorro Reyes-Gutierrez and Eric Hernandez. Also present were representatives from the City of Napa, Caltrans District 4, David J. Powers and Associates, and A/H.C. At the meeting, tribal representatives stated they would like to provide cultural sensitivity training for the construction crew, be present to monitor the initial ground disturbing work, and monitor any construction on the water system. Additionally, they requested the City of Napa ensure the soil brought in for fill to raise the grade of the project area be sterile and to be included in ongoing project updates and scheduling. Consultation with the Yocha Dehe Wintun Nation is ongoing.

No responses were received from the following Tribes as of October 30, 2024:

- Cachil Dehe Band Wintun Indians Colusa Indian Community
- Cortina Rancheria Kletsel Dehe Band Wintun Indians
- Grindstone Rancheria of Wintun-Wailaki
- Guidiville Rancheria of California
- Pinoleville Pomo Nation.

7.2 Section 106 Consultation

On August 12, 2024, Section 106 consultation was initiated with six organizations and local agencies with an interest in historical resources in Napa. The consultation letters provided an overview of the project, a list of properties to be surveyed and evaluated, and the signed APE map. Organizations were invited to comment or ask questions regarding the project.

Responses received were as follows:

- Anthony Halstead, Director of Library Services and Community Outreach at the Napa County Library, responded by email on August 13, 2024. He expressed thanks for the letter and said that he would make it available for public viewing.
- Mark Perkins, President of the Napa Valley Genealogical Society, responded by email on August 14, 2024. He spoke with Society member Gail Martin and shared her memories of the neighborhood in the email. He also suggested contacting Ray Guadagni, a longtime resident, through NCHS. Mr. Guadagni was sent a consultation letter on September 3, 2024.

- Mayra Espinoza, Clerk of the City of Napa Cultural Heritage Commission, responded by email on August 19, 2024, that she would forward the letter to her manager and CHC.
- Laura Rafaty, Executive Director of the Napa Valley Museum, responded by email on August 26, 2024. She said that they had no information to share.
- Sheli Smith, Executive Director of NCHS, responded by email on August 27, 2024, and said that they do not have any comments.
- Christine Madrid French, Executive Director of Napa County Landmarks, responded by email on September 9, 2024, and requested that 801 Silverado Trail be fully documented with photographs and a short site history prior to demolition. Salvage and reuse of any period or historically significant materials and resources were strongly encouraged prior to demolition. Ms. French also pointed out inscribed stones in front of 9 Coombsville Road (MR#4) and vernacular river rock constructions, remnants of the Edward Brown Public Rest Station at 427-441 Third Street (MR#8). Napa County Landmarks had no further information on the rock constructions. The inscribed stones were documented and added to the DPR 523 forms for 9 Coombsville Road. The Edward Brown Public Rest Station was recorded, evaluated, and added to this report.

No other responses were received as of the writing of this report.

Chapter 8 Resources Evaluated Relative to the Requirements of the Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

8.1 Napa Valley Expo

The Napa Valley Expo is a State-owned property that is used to host the annual Napa Town and Country Fair, Bottlerock Napa Valley, and other events. The 34-acre property consists of open fields, parking lots, and several buildings. The property does not appear to be eligible for listing as a historic resource due to a lack of historic integrity because few of the buildings on the site are historic, and those that are appear to have been altered.⁴⁷ Additionally, according to the Federal Highway Administration’s (FHWA) Section 4(f) Policy Paper (July 2012), Section 4(f) is not applicable to publicly owned fairgrounds that function primarily for commercial purposes, such as county fairs, rather than as park or recreation areas. The Napa Valley Expo functions primarily for commercial events rather than a publicly accessible park or recreation area. For these reasons, the Napa Valley Expo is not considered a Section 4(f) protected property and, therefore, the provisions of Section 4(f) do not apply.

8.2 Residential and Commercial Properties

Other residential and commercial properties were evaluated and determined not eligible for listing in the CRHR or NRHP including 820 Juarez Street, 802 Juarez Street, 9 Coombsville Road, 1010 East Avenue, 713 Silverado Trail, and 36 Coombsville Road. The properties at 9 Coombsville Road, 1010 East Avenue, and 713 Silverado Trail have no historic significance and therefore, are not considered Section 4(f) protected properties.

⁴⁷ Page & Turnbull, Inc. *Soscol Gateway/East Napa Historic Context Statement & Survey Report*. January 2010.

However, 820 Juarez Street and 802 Juarez Street are contributing properties to the East Napa Historic District. As previously discussed in Chapter 3, the East Napa Historic District is considered eligible for listing in the NRHP for the purposes of this analysis. As contributing properties to an eligible historic district, 820 Juarez Street and 802 Juarez Street are considered Section 4(f) protected properties. However, no “use” would occur to these properties under the proposed Build Alternative. Therefore, the provisions of Section 4(f) are not triggered because these properties will be completely avoided by the proposed Project.

8.3 Tulocay Cemetery

The Tulocay Cemetery, located at 411 Coombsville Road, is adjacent to the east of the Project. The cemetery is not currently included on any list of historic resources including the CRHR, NRHP, Napa County Landmarks, City of Napa’s HRI, and the State Built Environment Resources Directory. However, the cemetery was founded in 1858 and has associations with several important themes and individuals in local history. While the cemetery has not been formally evaluated, it would likely be found eligible for listing as a historic resource if evaluated.⁴⁸ Therefore, for the development of the alternatives described in Chapter 5, the Tulocay Cemetery was considered eligible for listing as a historic resource and a Section 4(f) protected property. However, no “use” would occur to the Tulocay Cemetery under the proposed Build Alternative. Therefore, the provisions of Section 4(f) are not triggered because this property will be completely avoided by the proposed Project.

⁴⁸ D. Shoup, Principal at Archaeological/Historical Consultants. Personal Communication. February 24, 2025.

Appendix B Title VI/Non-Discrimination Policy Statement

Caltrans' Title VI/Non-Discrimination Policy Statement is included below.

California Department of Transportation

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September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

Appendix C Summary of Relocation Benefits

CALIFORNIA DEPARTMENT OF TRANSPORTATION RELOCATION ASSISTANCE PROGRAM

DECLARATION OF POLICY

“The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation

procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by Caltrans’s relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

To learn more about the Division of Right of Way’s Relocation Assistance Program visit: <https://dot.ca.gov/programs/right-of-way/relocation-assistance-program>

Appendix D Avoidance, Minimization and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
MM-RRP-1.1	The Project would comply with all requirements of the Uniform Relocation Act to ensure residents displaced by the Project would be properly compensated and relocated, as necessary.	Draft EIR/EA Section 2.5	Design	Caltrans, City of Napa	■	
AMM VIS-1.1	The Project shall survey exact locations of existing trees and include the tree locations in the plan set during the design phase. Where the pruning of trees is required to accommodate construction operations, pruning shall be done under the supervision of a certified arborist.	Draft EIR/EA Section 2.8	Design through Construction	Caltrans, City of Napa		■
AMM-VIS-1.2	Where feasible, the roundabout island, medians, and parkway strips shall be landscaped with a combination of trees and ornamental planting. Decorative paving shall be incorporated for areas too narrow to plant or where planting is not easily maintained.	Draft EIR/EA Section 2.8	Design through Construction	Caltrans, City of Napa		■
AMM-VIS-1.3	Retaining walls, barriers, paving, and roundabouts shall incorporate aesthetic treatments that use context-sensitive design, textures, and/or colors to	Draft EIR/EA Section 2.8	Design through Construction	Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
	help minimize glare and support visual unity at the Project site.					
AMM VIS-1.4	During construction operations, unsightly material and equipment in staging areas shall be placed where they are less visible and/or covered where possible. Construction activities shall limit all construction lighting to within the area of work and avoid light trespass in residential areas through directional lighting, shielding, and other measures as needed.	Draft EIR/EA Section 2.8	Design through Construction	Caltrans, City of Napa		■
AMM VIS-1.5	Light added as permanent features shall be shielded to the extent feasible and light trespass shall be minimized.	Draft EIR/EA Section 2.8	Design through Construction	Caltrans, City of Napa		■
MM CULT-1.1	In consultation with Section 106 stakeholders and the State Historic Preservation Officer (SHPO), Caltrans and the City of Napa will implement mitigation measures specific to the effects to the East Napa Historic District, including, but not limited to, recordation consistent with the Historic American Building Survey (HABS) standards and maintained in local repositories. These mitigation measures will be captured in a Memorandum of Agreement between Caltrans and the SHPO.	Draft EIR/EA Section 2.9	Permitting	Contractor, Caltrans, City of Napa	■	
AMM WQ-1.1	Prior to any soil disturbance work, file a Notice of Intent with State Water Resources Control Board (SWRCB). To maintain proper permit coverage under the Construction Stormwater General Permit (CGP), in addition to filing a Notice of Intent, all dischargers must electronically file permit registration documents, Notice of Termination, changes of information, sampling and monitoring information, annual reporting, and other required compliance documents through the SWRCB's Stormwater Multiple Application and Report Tracking System (SMARTS).	Draft EIR/EA Section 2.11	Design Through Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
AMM WQ-1.2	Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). Prior to the start of construction, the SWPPP would be submitted by the Contractor to Caltrans for approval. The SWPPP shall detail the measures to address the temporary water quality impacts resulting from construction activities associated with this Project. The SWPPP shall also include the development of a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring, sampling, and analysis plans during construction of the Project.	Draft EIR/EA Section 2.11	Permitting, Construction	Contractor, Caltrans, City of Napa		■
AMM GEO-1.1	At minimum, one additional boring shall be drilled at the location of the proposed retaining wall along the west side of East Avenue at the SR 121 level to verify the subsoil/groundwater conditions and bedrock depths. An additional boring shall be drilled at the location of the proposed retaining wall along the northeast side of Coombsville Road on the western end of the proposed wall. Additional laboratory tests shall also include moisture content, unit weight, plasticity indexes and liquid limits, particle size analyses, consolidation, strength tests, and corrosivity testing.	Draft EIR/EA Section 2.12	Design	Caltrans, City of Napa		■
AMM HM-1.1	Testing for the presence of lead-based paint and asbestos-containing materials, on the existing structure at 801 Silverado Trail and roadway paint to be removed shall occur. If these substances are found to be present, applicable regulations pertaining to their removal and disposal shall be followed.	Draft EIR/EA Section 2.14	Project Design Through Construction	Caltrans, City of Napa		■
AMM HM-1.2	Testing of the soils within the project area for worker safety and soil management purposes shall occur. Soils and groundwater, if encountered, shall be tested for the following: <ul style="list-style-type: none"> Total petroleum hydrocarbons (TPH) as gasoline, as diesel, and as motor oil; 	Draft EIR/EA Section 2.14	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
	<ul style="list-style-type: none"> Pesticides and herbicides; CAM 17 metals 					
AMM AIR-1.1	<p>Caltrans or the general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors to the relevant air district for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirements:</p> <ul style="list-style-type: none"> Equipment shall be zero emissions or have engines that meet or exceed either EPA or CARB Tier 4 off-road emission standards, or it shall have engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required. Idling time of diesel-powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points. 	Draft EIR/EA Section 2.15	Construction	Contractor, Caltrans, City of Napa		■
AMM AIR-1.2	Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.	Draft EIR/EA Section 2.15	Construction	Contractor, Caltrans, City of Napa		■
AMM NOI-1.1	All construction equipment shall conform to Section 14-8.02, Noise Control, of the latest Standard Specifications.	Draft EIR/EA	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
		Section 2.16				
AMM NOI-1.2	When feasible, noise-generating construction activities shall be restricted to between 7:00 a.m. and 7:00 p.m. on weekdays, with no construction occurring on weekends or holidays. If work is necessary outside of these hours, Caltrans shall require the contractor to implement a construction noise monitoring program and provide additional noise controls where practical and feasible.	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa		■
AMM NOI-1.3	Noise generating equipment shall be located as far as practical from sensitive receptors when sensitive receptors adjoin or are near the construction Project area.	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa		■
AMM NOI-1.4	"Quiet" air compressors and other "quiet" equipment shall be utilized where such technology exists.	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa		■
MM NOI-2.1	Avoid the use of vibratory rollers within 25 feet of structures. Static mode compaction shall be used when construction activities are less than 25 feet from structures.	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa	■	
MM NOI-2.2	Avoid dropping heavy objects or equipment within 25 feet of structures.	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa	■	
MM NOI-2.3	Avoid the use of hoe rams, large bulldozers, and caisson drilling equipment within 15 feet of structures. If vibratory rollers must be used within 25 feet and all other equipment must be used within 15 feet of structures, the following measures will be required: <ul style="list-style-type: none"> Contractor must perform vibration monitoring, crack monitoring and photo/video documentation of the effected facilities during construction. The requirements to perform vibration monitoring, crack 	Draft EIR/EA Section 2.16	Construction	Contractor, Caltrans, City of Napa	■	

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
	monitoring and photo/video documentation will be included in the Project's construction specifications as part of the construction contract documents.					
AMM BIO-1.1	A spill prevention plan shall be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, fuel) from entering the Napa River or contaminating adjacent riparian areas. In addition to a spill prevention plan, a cleanup protocol shall be developed before construction begins and will be implemented in case of a spill. The spill prevention plan and cleanup protocol shall be submitted to the Caltrans Engineer prior to construction.	Draft EIR/EA Section 2.18	Permitting, Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-1.2	Stockpiling of materials, including portable equipment, vehicles and supplies (e.g., chemicals), will be restricted to the designated construction staging areas.	Draft EIR/EA Section 2.18	Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-2.1	The removal of any trees or structures containing suitable bat roosting habitat shall be scheduled to avoid the maternity roost season. To the extent feasible, activities should be restricted to the period between August 31 and April 15.	Draft EIR/EA Section 2.19	Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-2.2	If seasonal avoidance is not possible, within 10 days prior to the start of work, a roosting bat survey shall be performed by a qualified biologist to determine if potential bat roosts or roosting habitat is present on the Project site or within a zone of influence (i.e., 50 feet) and if any avoidance measures are necessary to avoid impacts on bats. If roosting bats or signs of roosting bats are observed, a qualified biologist shall develop a roost deterrent and/or roost exclusion plan. The deterrent/exclusion plan shall include measures to avoid bats potentially using bat tree roost habitat within the Project limits.	Draft EIR/EA Section 2.19	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
AMM BIO-3.1	Before any ground-disturbing activities begin, a qualified biologist, defined as a person who possesses, at minimum, a bachelor's degree in biological sciences, zoology, botany, ecology, or another closely-related field, and who is familiar with western pond turtle, shall conduct a training session for all on-site project personnel. At a minimum, the training will include a description of western pond turtle terrestrial behavior, as well as nesting birds, roosting bats—specifically, the pallid bat, the importance of these species, legal protections, the measures that are being implemented to avoid and minimize impacts as they relate to the Project, and the boundaries within which work may occur.	Draft EIR/EA Section 2.20	Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-3.2	The boundaries of the work area where natural vegetation occurs shall be clearly staked or otherwise delineated on the plans to prevent workers or equipment from inadvertently straying from the work area. All construction personnel, equipment, and vehicle movement shall be confined to designated construction and staging areas.	Draft EIR/EA Section 2.20	Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-3.3	Plastic monofilament netting (erosion control matting) or similar material shall not be used because wildlife may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackifier hydroseeding compounds.	Draft EIR/EA Section 2.20	Construction	Contractor, Caltrans, City of Napa		■
AMM BIO-3.4	To prevent special-status species from entering the construction staging area, exclusion fencing (e.g., silt fence) shall be constructed in strategic locations in and around all work areas within 100 feet of all aquatic features. Exclusion fencing shall be installed prior to the start of Project-related activities and should be placed within 10 feet of the edge of work areas. Permittee shall maintain the barrier throughout all construction activities.	Draft EIR/EA Section 2.20	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
	<p>A Qualified Biologist shall inspect the area prior to fence installation. The interior and exterior of the exclusion fencing shall be inspected by WEAP-trained crews at least once daily before 9:00 a.m. each day to ensure that no special-status species are trapped against the fencing, where they could desiccate or be predated upon. The Project proponent shall maintain and repair the barrier immediately to ensure that it is functional and without defects. The barrier shall remain in place until project activities in that area have been completed and construction equipment has been removed from the site.</p> <p>If wildlife is found along the fence, a Qualified Biologist shall be consulted. The Project proponent shall avoid damage to small mammal burrows to the maximum extent possible during installation of the exclusion fencing. The Project proponent shall also ensure that silt fencing and/or other erosion control methods used to prevent sediment or other debris from passing into aquatic habitat that is within 100 feet of Project construction activities does not create a barrier to special-status species movement.</p>					
AMM BIO-3.5	Crews shall check for wildlife under all vehicles, equipment, materials, or otherwise suitable locations for wildlife, such as western pond turtle, to hide. Workers shall inspect under vehicles and equipment for wildlife before vehicles and equipment are moved or have been idle for five minutes. If wildlife is present, they shall be allowed to move out of the construction area under their own volition.	Draft EIR/EA Section 2.20	Construction	Contractor, Caltrans, City of Napa		■
AMM TCR-1.1	Prior to the initiation of construction, an agency approved archaeologist and Native American representative will prepare and conduct an	Draft EIR/EA	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/ Minimization Measure
	educational program to instruct construction workers of the obligation to protect and preserve valuable resources. This program shall be provided to all construction workers as a field training prior to the beginning of ground-disturbing activities, and shall at minimum, the training will include a discussion of archaeological and tribal resources that may be encountered (including the traditional importance of resources such as cultural landscapes, significant waterways, and ethnobotanical plants); the procedures when working in Tribal Monitoring Areas or near Environmentally Sensitive Areas, if applicable; a summary of state and federal laws and penalties under the laws; samples or visual aids of resources that could be encountered in the project vicinity; instructions regarding the need to halt work in the vicinity of any potential archaeological and Native American resources encountered; and measures to notify their supervisor, City of Napa Public Works Director, and District 4 Office of Cultural Resources Studies.	Section 3.2.18				
AMM TCR-1.2	<p>Construction related activities (including, but not limited to, demolition/ excavation, grading, and utility trenching) shall be monitored by a Native American tribal monitor to be retained by Caltrans. The tribal monitor shall have authority to halt construction activities temporarily in the immediate vicinity of an unanticipated find until its significance can be assessed by the tribal monitor.</p> <p>Monitoring within the Tribal Monitoring Area may move to a part-time or intermittent schedule by mutual agreement between the Tribes, the City of Napa and Caltrans District 4 Office of Cultural Resources Studies.</p>	Draft EIR/EA Section 3.2.18	Construction	Contractor, Caltrans, City of Napa		■

ID #	Task and Description	Source	Project Timing	Responsible Staff	CEQA Mitigation Measure	Avoidance/Minimization Measure
	A summary report of the monitoring results, including any protective measures implemented, shall be submitted to Caltrans upon completion of the construction monitoring.					

Appendix E Notice of Preparation

The Project Notice of Preparation, dated July 29, 2024, is included below.

Notice of Preparation

Notice of Preparation

To: _____ **From:** City of Napa

(Address) 1600 First Street

Napa, CA 94559 (Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Napa will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Tam Duong, Associate Civil Engineer at the address shown above. We will need the name for a contact person in your agency.

Project Title: Five-Way Intersection Improvements Project

Project Applicant, if any: City of Napa

Date July 29, 2024 Signature Tam Duong
Title Associate Civil Engineer/Project Manager
Telephone (707) 257-9520 Ext. 7613

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.



July 26, 2024

**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT
Five-Way Intersection Improvements Project**

SUPPLEMENTAL PROJECT INFORMATION

Introduction

The City of Napa is the Lead Agency for preparation of the Environmental Impact Report (EIR) for the project and is issuing this Notice of Preparation pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines. The Project is located at the intersection of four roads serving local and regional traffic: SR 121 and local roadways Third Street, Coombsville Road, and East Avenue. The SR 121 intersection at Third Street/Coombsville Road/East Avenue is located in southeast Napa at post mile 7.35. Napa is an incorporated city in Napa County, California. Surrounding land uses in the vicinity of the Project intersection include commercial businesses, single-family residences, and a public event facility (Napa Valley Expo).

Purpose and Need

Purpose

The purpose of the Project is to improve the operations of the intersection that will result in reduced driver delay, reduced congestion, and, therefore, an overall improvement to intersection operations. Additionally, the purpose of the Project is to improve the safety and accessibility for all users of the intersection. The secondary objectives of this Project are to improve bicycle and pedestrian facilities at the intersection as well as meet ADA requirements.

Need

The Project intersection needs geometric improvements to improve the operations, efficiency, and capacity of the intersection. In addition, safety improvements are needed to reduce the higher-than-average collision rate at this intersection. Based on data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from July 1, 2020 to June 30, 2023, there were six reported collisions in the project area. This results in a rate of 0.64 collisions per million vehicle miles in the project area, higher than the statewide average rate of 0.61 for similar facilities.

Traffic studies conducted by the City of Napa have shown that the intersection has operated at a Level of Service (LOS) D since at least the year 2000. Although the intersection is already operating at an unacceptable LOS, operations will continue to deteriorate due to the continued growth of the area and continued increase in vehicular demand on this intersection, as documented in the Napa-Solano Travel Demand Model.

Project Description

The Project proposes to improve the intersection by constructing two, modern, single-lane roundabouts with curb, gutter, ramps, sidewalk, streetlights, and storm drain improvements. The proposed Project would ease traffic congestion by introducing a traffic-calming circulation pattern, improving community connectivity in the Project area, and improving pedestrian and bicycle safety within and adjacent to the intersection. Local circulation and access would largely remain unchanged. The Project intersection geometrics and pedestrian crossings are consistent with the National Cooperative Highway Research Program (NCHRP) Report 672 entitled "Roundabouts: An Information Guide, 2nd Edition" (Guide).

A double roundabout with four legs on the northerly roundabout and three legs on the southerly roundabout would accommodate the Design Year traffic volumes. Retaining walls will be required to minimize adjacent property impacts along Coombsville Road and East Avenue. Along Coombsville Road, a retaining wall minimizes grading impacts that would otherwise require removal of multiple mature trees. Along East Avenue, the retaining wall minimizes encroachment onto the parcel at the northeast corner of the intersection with SR 121 to maintain economic viability of the commercial parcel. Due to the steep entry grades coming into/out of East Avenue and Coombsville Road, the new roundabout intersections will largely be in fill in order to flatten the roadway grade on the entry/exits. Minor regrading on approaches where the project conforms to existing roadways will be required, but would be a maximum excavation of three feet.

Potential Environmental Impacts

The EIR will identify significant environmental impacts anticipated to result from the proposed project. Mitigation measures will be identified for significant impacts, as warranted. The EIR will discuss the following environmental resource areas as related to the proposed project:

Aesthetics

The EIR will describe the existing visual character of the project site and surrounding area, and the projected changes resulting from development of the proposed roundabouts.

Agricultural and Forestry Resources

The project site is currently a roadway intersection. The project site does not currently support any agricultural or forestry operations.

Air Quality

The EIR will describe the regional air quality conditions in the San Francisco Bay Area and evaluate the air quality impacts from the project, in conformance with the criteria identified by the Bay Area Air Quality Management District.

Biological Resources

The project site and surrounding area is largely developed. The Napa River is isolated from the project limits by the Oxbow School on Third Street. One roadside drainage within the project runs along the southern end of Silverado Trail and feeds into a culvert. The EIR will evaluate potential impacts to special-status plant and wildlife species and habitats on the site.

Cultural Resources

The EIR will evaluate the project's potential to impact cultural resources, including historic resources and archaeological resources.

Energy

The EIR will examine the potential for the project to result in excessive or inefficient use of energy and discuss the energy conservation measures included in the project.

Geology and Soils

The EIR will describe the existing geologic and soil conditions at the project site. The EIR will evaluate impacts to persons and structures that may result from existing geologic conditions, including seismic and seismic-related hazards.

Greenhouse Gas Emissions

The EIR will discuss the project's consistency and conformance with applicable plans, policies, and/or regulations adopted for the purpose of reducing greenhouse gas emissions and assess whether the project's greenhouse gas emissions would have a significant impact on the environment.

Hazards and Hazardous Materials

The EIR will evaluate the potential for hazardous materials contamination on and/or near the project site which could be affected by site demolition, grading, or excavation. The EIR will discuss the potential for hazardous materials contamination to impact construction workers or off-site uses.

Hydrology and Water Quality

The EIR will describe the existing hydrologic and drainage conditions at the project site and any changes in site drainage and hydrologic conditions resulting from the proposed project. The EIR will also describe the project's impact on stormwater runoff quantity and quality during and post-project construction.

Land Use

The EIR will describe the existing land uses on and adjacent to the project site and discuss the project's conformance with relevant land use plans, policies, and regulations, including the City's General Plan and Zoning Ordinance.

Mineral Resources

The EIR will describe whether the project would result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.

Noise and Vibration

The EIR will describe the existing noise conditions in the project area and will address noise and vibration impacts from the proposed project (including noise from project traffic and project demolition/construction).

Population and Housing

The project proposes to make intersection improvements. The EIR will discuss the potential for the project (if any) to induce substantial growth in the area or displace substantial numbers of houses or residents.

Public Services

The EIR will describe the available public services (e.g., fire and police protection, schools, and parks) in the project area and the potential for the project to impact public facilities.

Recreation

The EIR will describe the available recreational facilities in the project vicinity and the potential for the project to impact those facilities.

Transportation

The EIR will describe the existing transportation network serving the project area and will evaluate the project's impact on vehicle miles traveled as well as the transportation network (e.g., impacts on transit, bicycle, and pedestrian facilities).

Tribal Cultural Resources

The EIR will evaluate the potential of the project to impact tribal cultural resources.

Utilities and Service Systems

The EIR will describe the existing sanitary sewer, storm drain, water, and solid waste services for the project area. The EIR will discuss the impacts of any utility improvements proposed by the project.

Wildfire

The EIR will describe whether the project site is subject to wildfire hazards and any impacts associated with the risk of wildfire.

Alternatives

The EIR will examine alternatives to the proposed project, including a No Project alternative and one or more alternative projects depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project, while still achieving most of the identified project objectives.

Significant Unavoidable Impacts

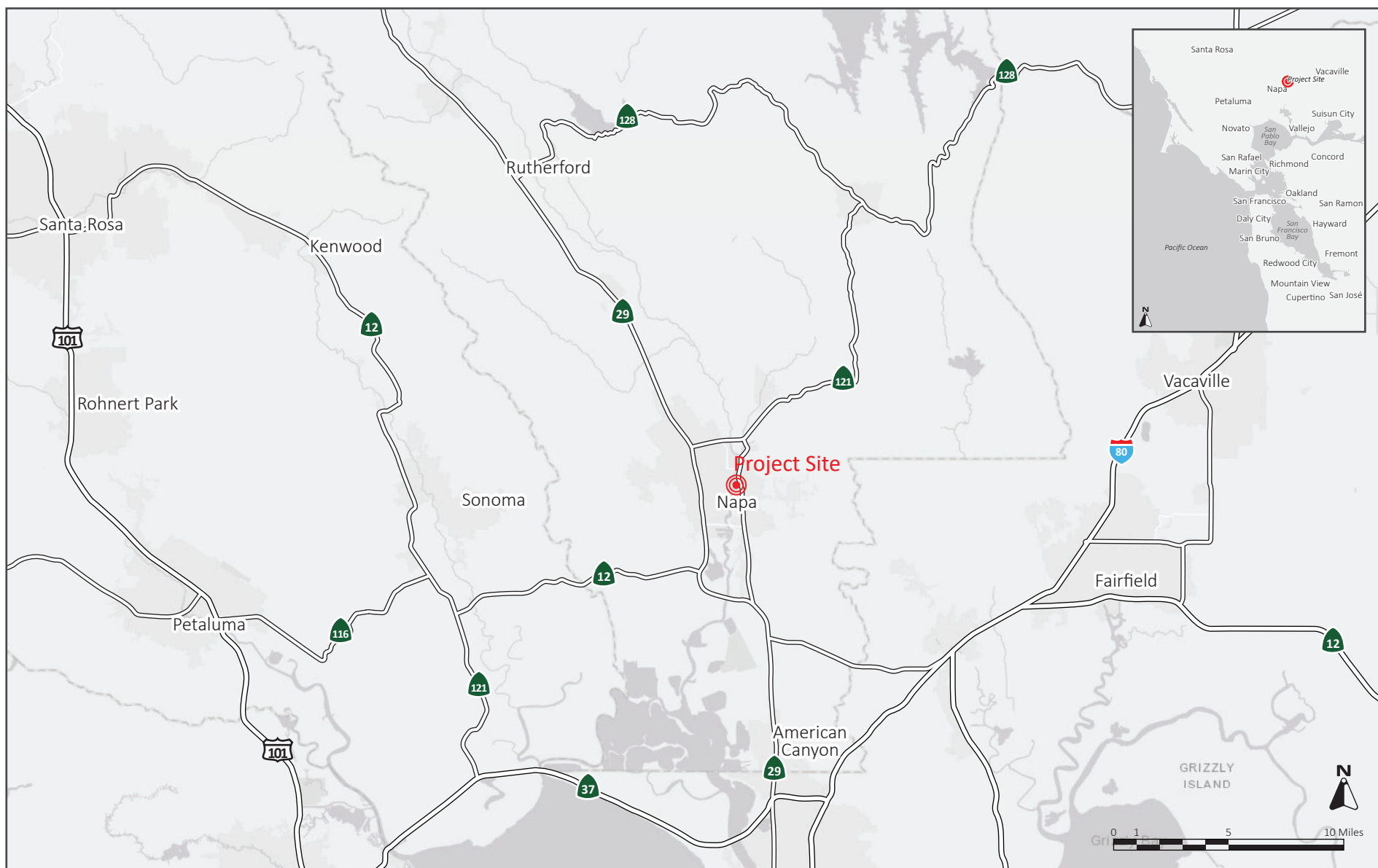
The EIR will identify those significant impacts, if any, that cannot be avoided if the project is implemented as proposed.

Cumulative Impacts

The EIR will include a Cumulative Impacts analysis addressing the impacts of the project when considered with past, present, and probable future projects in the area.

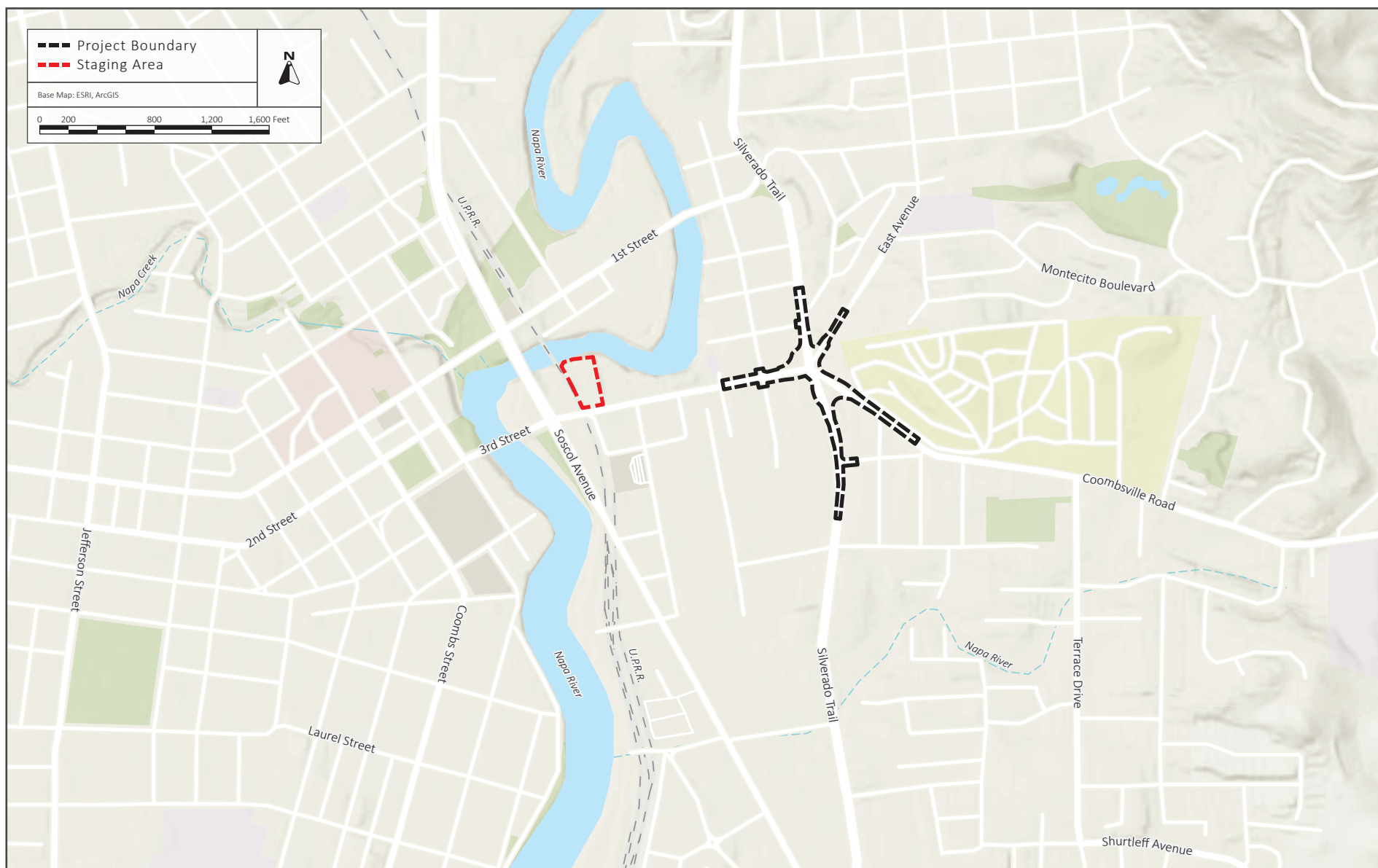
Other Required Sections

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) growth-inducing impacts, 2) significant irreversible environmental changes, 3) references and organizations/persons consulted, and 4) EIR authors.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

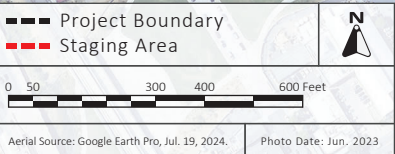


FIGURE 3

Appendix F List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Environmental Impact Report/Environmental Assessment and can be located at:

Caltrans District 4, 111 Grand Avenue, Oakland, CA 94612 or the City of Napa Community Services Building at 1600 First Street, Napa, CA 94559 on weekdays from 8:00am-5:00pm.

Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the [Standard Environmental Reference Volume 2](#) in Section 3.4.13 and Section 5.3.6.

Name of Study	Study Author	Study Date
Air Quality Report	Illingworth & Rodkin	May 2025
Archaeological Survey Report	Archaeological/Historical Consultants	December 2024
Community Impacts Technical Memo	David J. Powers & Associates	August 2024
Construction Vibration Report	Illingworth & Rodkin	April 2025
Drainage Technical Memorandum	Watearth	August 2024
Energy Analysis	Illingworth & Rodkin	September 2024
Historic Property Survey Report	Archaeological/Historical Consultants	February 2025
Historical Resources Evaluation Report	Archaeological/Historical Consultants	January 2025
Hydrology and Water Quality Technical Memo	David J. Powers & Associates	September 2024
Initial Site Assessment	Watearth	May 2024
Location Hydraulic Study	Watearth	January 2025
Natural Environment Study (Minimal Impacts)	Sequoia Ecological Consulting	August 2024
Noise Abatement Decision Report	GHD	February 2025
Noise Study Report	Illingworth & Rodkin	December 2024
Preliminary Geotechnical Design Report	Parikh Consultants	August 2024
Stormwater Data Report	GHD	December 2024
Traffic Operations Analysis Report	GHD	July 2024
Visual Impact Assessment Memorandum	GHD	September 2024

Appendix G Glossary of Technical Terms

A

ACTION (1): Any highway construction, reconstruction, rehabilitation, repair, or improvement undertaken with Federal-aid highway funds or FHWA approval.

ACTION (2): A highway or transit project proposed for FHWA or FTA funding. It also includes activities such as joint and multiple use permits, changes in access control, etc., which may or may not involve a commitment of federal funds (23 CFR 771.107(b)).

ACTIVE FAULT: A fault that has moved within late Quaternary time (the last 750,000 years). Note that this definition is broader than that used by the California Department of Conservation, California Geological Survey (CGS), which defines an active fault as one that has moved within Holocene time (the last 11,000 years).

ADAPTIVE MANAGEMENT: A long-term repeated process of gradually modifying management techniques based on the results of modeling and research.

ALLUVIAL FAN: A fan-shaped area of soil deposited where a mountain stream first enters a valley or plain.

ALLUVIAL SOILS: Soil developing from recent alluvium (see below); typical of floodplains.

ALLUVIUM: Material developed by running water.

AMBIENT: Refers to surrounding, external, or unconfined conditions.

AMBIENT NOISE: Exterior sound (the surrounding sound from all sources near and far).

ANADROMOUS: Refers to fish that typically inhabit seas or lakes but ascend streams to spawn; for example, salmon.

AREA OF POTENTIAL EFFECT (APE): A term used in Section 106 of the National Historic Preservation Act to describe the area in which historic resources may be affected by a federal undertaking.

ARID: Dry.

ARTERIAL: A highway or local road that primarily serves through traffic

AS-BUILTS: The final plans of a project after the project is constructed. These plans show the original design, as well as changes that occurred during construction.

ATTAINMENT AREA: A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus an area could be both attainment and nonattainment at the same time. Attainment areas are defined using federal pollutant limits set by the U.S. EPA.

AUXILARY LANE: The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances.

B

BACKWATER: The rise in water surface elevation due to encroachment.

BASE FLOOD: The flood having a one percent (1%) chance of being equaled or exceeded in any given year (100-year flood).

BASE FLOOD ELEVATION (BFE): The water surface elevation of the base flood.

BASE FLOOD PLAIN: The area subject to flooding by the base flood.

BENEFICIAL USE: A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

BEST MANAGEMENT PRACTICE (BMP): Any program, technology, process, operating method, measure, or device that controls, prevents, removes or reduces pollution.

BOG: Wetland ecosystem characterized by an accumulation of peat, acid conditions, and dominance of sphagnum moss.

BORROW: Soil brought in from another area.

BRACKISH: Water that has salt concentration greater than fresh water ($>.05\%$) and less than seawater ($<35\%$).

BYPASS: An arterial highway or local road that permits traffic to avoid part or all of an urban area.

C

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): State legislation enacted in 1970 and subsequently amended. It requires public agencies to regulate activities which may affect the quality of the environment so that major consideration is given to preventing damage to the environment.

CALIFORNIA TRANSPORTATION COMMISSION (CTC): A State Commission, established by State Assembly Bill 402 (AB 402) with nine appointed member and two ex-officio members, responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC also provides guidance and recommendations on transportation policies.

CALIFORNIA TRANSPORTATION PLAN (CTP): The CTP is a long-range transportation policy plan that is submitted to the Governor. The CTP is developed in collaboration with partners, presents a vision for California's future transportation system, and defines goals, policies, and strategies to reach the vision. It is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process, and provides guidance for developing future RTPs. RTPs should be

consistent with and implement the vision and goals of the CTP. As defined by State statute, the CTP is not project specific.

CAPACITY: The maximum amount of traffic that can be accommodated by a uniform segment of freeway under prevailing conditions.

CATEGORICAL EXCLUSION (CE): "Categorical exclusion," under NEPA, covers various categories of actions which do not individually or cumulatively have a significant effect on the human environment and are exempt from the requirement to prepare an Environmental Assessment or an Environmental Impact Statement.

CATEGORICAL EXEMPTION (CE): "Categorical Exemption," under CEQA, means an exemption for a class of projects that have been determined by the Secretary of the Resources Agency not to have a significant effect on the quality of the environment. Article 19 of the CEQA Guidelines describes and gives examples for each class of categorical exemption. There are several exceptions which preclude a project from being considered a Categorical Exemption under CEQA: projects located on a site included on a list of designated hazardous waste sites (the Cortese List); projects that may result in damage to scenic resources on officially designated state scenic highways; or projects that may cause substantial adverse change to a historic resource.

CHANNELIZATION: The use of traffic markings or islands to direct traffic into certain paths, for instance, a “channelized” intersection directs portions of traffic into a left-turn lane through the use of roadway islands or striping that separates the turn lane from traffic going straight.

CLEAR RECOVERY ZONE: Unobstructed, relatively flat or gently sloping area beyond the edge of the traffic lane, which affords the drivers of errant vehicles the opportunity to regain control.

COFFERDAM: Temporary watertight enclosure from which water is pumped-out to expose the bottom of a body of water and permit construction.

CONVENTIONAL HIGHWAY: A highway without control of access that may or may not be divided.

COOPERATING AGENCY: “Cooperating Agency,” under NEPA, means any agency other than the lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment.

CORRIDOR: A strip of land between two termini within which traffic, topography, environment, and other characteristics are evaluated for transportation purposes.

COUNCIL OF GOVERNMENTS (COG): A voluntary consortium of local governments formed to cooperate on problem solving, e.g., regional transportation planning and programming. Some RTPAs and MPOs are COGs.

CUMULATIVE IMPACT (CEQA): The CEQA definition of cumulative impact comes from the Office of Planning and Research (OPR). Section 15355 of OPR’s CEQA Guidelines provides the following context:

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CUMULATIVE IMPACT (NEPA): The NEPA definition of a cumulative impact comes from the Council on Environmental Quality (CEQ), which defines a cumulative impact as:

...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR §1508.7.)

D

dba: A-weighted decibels are adjusted to approximate the way the average person hears sound.

DECIBEL: With respect to sound, decibels measure a scale from the threshold of human hearing, 0 decibels, upwards towards the threshold of pain, about 120-140 decibels. Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of 10 decibels is perceived by the human ear as a doubling of noise.

DECIDUOUS: (of leaves), shed during a certain season (winter in temperate regions, dry seasons in the tropics); (of trees), having deciduous parts.

DEMAND: The transportation need at a point in time, e.g., traffic volume on a segment of road at a point in time, projected traffic volume on a segment of road in a future year, current peak period ridership on a bus route, children crossing at a signed intersection on school days.

DEMOGRAPHY, DEMOGRAPHIC: The study of populations with reference to birth and death rates, size and density, distribution, migration, and other vital statistics.

DESIGN CAPACITY: The maximum number of vehicles that can pass over a lane or a roadway during one hour without operating conditions falling below a pre-selected design level.

DESIGN CONCEPT: The type of facility identified by the project, e.g., freeway, expressway, arterial highway, grade-separated highway, reserved right-of-way rail transit, mixed-traffic rail transit, exclusive busway, etc.

DESIGN FLOOD: The peak discharge, volume if appropriate, stage or wave crest elevation of the flood associated with the flood frequency selected for the design of a project. (In other words, the project will not be inundated at the design flood frequency.)

DESIGN LIFE: The length of time that a transportation facility or improvement is intended to remain serviceable, frequently expressed in years.

DESIGN SCOPE: The design aspects which will affect the proposed facility's impact on regional emissions, usually as they relate to vehicle or person carrying capacity and control, e.g., number of lanes or tracks to be constructed or added, length of project, signalization, access control including approximate number and location of interchanges, preferential treatment for high-occupancy vehicles, etc.

DESIGN SPEED: A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

DESIGN VOLUME: A volume determined for use in design, representing traffic expected to use the highway. Unless otherwise stated, it is an hourly volume.

DESIGNATED FLOODWAY: A floodway designated by a state or local agency. California State Reclamation Board (Board) definition: A designated floodway means either: (1) the channel of the stream and that portion of the adjoining floodplain reasonably required to provide passage of a base flood or (2) the floodway between existing levees as adopted by the Board or the Legislature.

DETERMINISTIC SEISMIC HAZARD ANALYSIS: Seismic parameters are estimated based on the size of the maximum credible (magnitude) earthquake expected. The value obtained is essentially time-independent. This method is used by Caltrans to assess the seismic hazard at most structures. See also probabilistic seismic hazard analysis, below.

DIAMETER AT BREAST HEIGHT (DBH): Diameter of tree measured 4 feet, 6 inches (1.4 meters) from ground level.

DIFFERENTIAL SETTLEMENT: The uneven lowering of different parts of an engineered structure, often resulting in damage to the structure.

DIRECT EFFECTS: Effects that are caused by and action and occur at the same time and place as the action.

E

ECOSYSTEM: The biotic community and its abiotic environment functioning on a system.

ENCROACHMENT (FEMA DEFINITION): Construction, placement of fill, or similar alteration of topography in the floodplain that reduces the area available to convey floodwaters. FHWA definition: An action within the limits of the base floodplain.

ENCROACHMENT (FHWA): An action within the limits of the base floodplain.

ENDANGERED: Plant or animal species that are in danger of extinction throughout all or a significant portion of its range.

ENDEMIC, ENDEMISM: Restricted to a given region (e.g., endemic to California).

ENVIRONMENTAL DOCUMENT: “Environmental Document” means draft or final Environmental Impact Statement (EIS) or Environmental Impact Report (EIR), Finding of No Significant Impact (FONSI), Environmental Assessment (EA) or Negative Declaration (ND)/Mitigated Negative Declaration (MND). A categorical exemption or exclusion is not considered an environmental document; it is rather the determination that the project is exempt/excluded from the requirement to prepare an environmental document.

ENVIRONMENTAL PROTECTION AGENCY [UNITED STATES] (U.S. EPA): An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.

EPHEMERAL: Lasting for only a short time; transitory; short-lived.

EROSION: The wearing away of the land surface by running water, wind, ice, or other geological agents.

ESTUARY: Partially enclosed embayment where fresh water and sea water meet and mix.

ETHNOGRAPHIC: Relating to the study of human cultures.

EXPANSIVE SOILS: Soil deposits that have the capacity or a tendency to expand during weather or seismic events.

EXPRESSWAY: An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

EXTANT: Still in existence.

F

FALSEWORK: A temporary frame to support a structure during construction.

FAULT CREEP: Slow ground displacement occurring without accompanying earthquakes.

FEDERAL HIGHWAY ADMINISTRATION (FHWA): The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-aid Highway Program and the Motor Carrier Safety Program.

FEDERAL REGISTER (FR): The *Federal Register* is the official daily publication for agency rules, proposed rules, and notices of federal agencies and organizations, as well as for Executive Orders and other presidential documents.

FEDERAL TRANSIT ADMINISTRATION (FTA): An agency within the U.S. Department of Transportation responsible for administering federal funds for public transportation planning, programming, and projects.

FEDERAL STATE TRANSPORTATION IMPROVEMENT PROGRAM (FSTIP): A multiyear statewide, financially constrained, intermodal program of projects that is consistent with the statewide transportation plan (CTP) and regional transportation plans (RTPs). The FSTIP is developed by the California Department of Transportation and incorporates all of the MPOs *and* RTPAs FTIPs by reference. Caltrans then submits the FSTIP to FHWA.

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP): A constrained 4-year prioritized list of all transportation projects that are proposed for federal and local funding. The FTIP is developed and adopted by the MPO/RTPA and is updated every 2 years. It is consistent with the RTP and it is required as a prerequisite for federal funding.

FINDING OF NO SIGNIFICANT IMPACT (FONSI): A document by a federal agency briefly presenting the reasons why an action, not otherwise categorically excluded, will not have a significant effect on the human environment and therefore does not require the preparation of an EIS.

FLOOD BOUNDARY AND FLOODWAY MAP (FBFM): The floodplain management map issued by FEMA that depicts, on the basis of detailed analyses, the boundaries of the 100- and 500-year floodplain and the regulatory floodway.

FLOOD FREQUENCY: The statistical number of years that takes place before the recurrence of a flood of the same magnitude. (10-year flood, 50-year flood, 100-year flood, etc.)

FLOOD INSURANCE RATE MAP (FIRM): The insurance and floodplain management map issued by FEMA that identifies, on the basis of detailed or approximate analyses, the areas of 100-year flood hazard in a community.

FLOOD INSURANCE STUDY (FIS): It is a report that describes and delineates the Special Flood Hazard Areas and the elevations of the community.

FLOODPLAIN: Any land area subject to inundation by floodwaters from any source.

FLOODPLAIN EVALUATION REPORT: A technical report which evaluates effects of the floodplain encroachment concerning the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study (same as Figure 804.7A Technical Information for Location Hydraulic Study located in chapter 804 of the Highway Design Manual), but in greater detail. This report is required in situations where it is uncertain or clear that a project may involve a significant encroachment. This report is to be used as a backup for the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) or an Environmental Impact Statement (EIS). The risks, impacts, and mitigation measures must be summarized in the NEPA document.

FLOODPLAIN VALUES: Fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aqua culture, forestry, natural moderation of floods, water quality maintenance, groundwater discharge, etc.

FLOODPROOF: To design and construct a project to keep floodwaters out or to reduce the effects of floodwaters.

FLOODWAY: The channel of a river or other watercourse, plus any adjacent floodplain areas, which is designated a floodway by a public agency, that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without cumulatively increasing the water-surface elevation more than one foot above the BFE. (Since the one foot is already accounted for, no increase of any amount in the BFE is allowed in the floodway.)

FLOODWAY FRINGE: The portion of the 100-year floodplain that is not within the floodway and in which development and other forms of encroachment may be permitted under certain circumstances.

FOSSIL: Any remains, trace, or imprint of a plant or animal that has been preserved in the earth's crust since some past geologic time (Bates and Jackson 1980:243).

FRAGMENTATION: Reduction of a large habitat area into small, scattered remnants; reduction of leaves and other organic matter into smaller particles.

FRIABLE: Easily crumbled (as in friable soil).

FREEWAY: A divided arterial highway with full control of access and with grade separations at intersections.

G

GEOMETRIC DESIGN: The design of the physical features of a road, such as alignment, grades, sight distances, widths, slopes, etc., many of which are dictated by the design speed.

GOODS MOVEMENT: The transportation of commodities by any or all of the following commercial means; aircraft, railroad, ship, or truck.

H

HABITAT: Place where a plant or animal lives.

HABITAT PROTECTION: Ensuring appropriate uses of land to maintain and optimize species habitat values.

HIGH OCCUPANCY TOLL (HOT) LANES: New HOV lanes that allow single occupant vehicles access for a fee.

HIGH OCCUPANCY VEHICLE (HOV) LANES: A lane of freeway reserved for the use of vehicles with set minimum number of occupants. Buses, taxis, carpools (which satisfy the occupancy minimum), and motorcycles generally may use HOV lanes.

HOLOCENE: The second epoch of the Quaternary Period characterized by man and modern animals.

HYDRIC SOIL: Soil subject to saturation or inundation.

I

IGNEOUS ROCKS: Formed when magma (liquid rock material) cools below the earth's surface or when lava cools above ground.

INDIRECT EFFECTS: Effects that are caused by an action and occur later in time, or at another location, yet are reasonably foreseeable.

INTERCHANGE: A system of interconnecting roadways in conjunction with one or more grade separations providing for the routing of traffic between two or more roadways on different levels.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA): Federal transportation legislation adopted in 1991. It provided increased funding and program flexibility for multimodal transportation programs. Upon its expiration, ISTEA was succeeded by TEA-21.

INTERREGIONAL IMPROVEMENT PROGRAM (IIP): One of two component funding source programs that ultimately make up the State Transportation Improvement Program (STIP). The IIP receives 25% of the funds from the State Highway account. The IIP is the source of funding for the ITIP.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP): A Statewide program of projects, developed by Caltrans for interregional projects that are primarily located outside of urbanized areas. The ITIP has a 4-year planning horizon and is updated every two years. It is submitted to the CTC along with the FTIP and taken together they are known as the STIP.

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP): A plan that describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Transportation Improvement Program (ITIP).

INITIAL STUDY (IS): Under CEQA, the Initial Study is prepared to determine whether there may be significant environmental effects resulting from a project. The Initial Study is attached to the Negative Declaration or Mitigated Negative Declaration. It can become the basis of an EIR if it concludes that the project may cause significant environmental effects that cannot be mitigated below the level of significance.

J

K

L

LANE NUMBERING: On a multilane roadway, the lanes available for through travel in the same direction are numbered from left to right when facing in the direction of travel.

ldn: Average noise over one day and night.

LEAD AGENCY (CEQA): “Lead Agency” means the public agency which has primary responsibility for carrying out or approving a project which may have a significant effect on the environment and preparing the environmental document.

LEAD AGENCY (NEPA): The agency or agencies preparing or having taken primary responsibility for preparing the environmental impact statement.

leq: A measure of the average noise level during a specified period of time.

leq(h): Equivalent or average noise level for the noisiest hour.

LEVEL OF SERVICE (LOS): A measure describing operational conditions within a traffic stream. It measures such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The six defined levels of services use letter designations from A to F, with Level of Service A representing the best operating conditions and Level of Service F representing the worst. Each Level of Service represents a range of operating conditions.

LIQUEFACTION: The loss in the shearing resistance of a cohesionless soil, caused by an earthquake wave. The soil is turned into a fluid mass.

LITHIC: Consisting of or relating to stone or rock.

LITTORAL: Shallow water of a lake in which light penetrates to the bottom, permitting submerged, floating, and emergent vegetative growth; also shore zone of tidal water between high-water and low-water marks.

LOAD LIMITS: Weight restrictions used to prohibit vehicles that exceed a specified weight from using a transportation facility.

LOCATION HYDRAULIC STUDY (SAME AS FIGURE 804.7A TECHNICAL INFORMATION FOR LOCATION HYDRAULIC STUDY LOCATED IN CHAPTER 804 OF THE HIGHWAY DESIGN MANUAL): The preliminary investigative study to be made of base floodplain encroachments by a proposed highway action. (This study must be performed by a registered engineer with hydraulic expertise.)

LONGITUDINAL ENCROACHMENT: An encroachment that is parallel to the direction of flow. Example: A highway that runs along the edge of a river is, usually considered a longitudinal encroachment.

M

MAGNITUDE: A measure of the strength of an earthquake or the strain energy released by it.

MAINTENANCE AREA: A federal term to describe any geographic region of the United States designated non-attainment pursuant to the Clean Air Act Amendments of 1990 (CAAA) and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA.

MAJOR FEDERAL ACTION: Section 1508.18 of the CEQ Regulations states that "Major Federal action" includes actions with effects that may be major and which are potentially subject to Federal control and responsibility. Major reinforces but does not have a meaning independent of significantly (Sec. 1508.27)." An EIS must be prepared for any major federal action significantly affecting the quality of the human environment.

MAJOR INVESTMENT: Federal regulations define a "major metropolitan transportation investment" as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale" (23 CFR 450.104).

MAJOR INVESTMENT STUDY (MIS): Prepared during the early planning phase to analyze the range of modal alternatives and cost/benefits of "major metropolitan transportation investments," which are defined as being highway or transit improvements of substantial cost that are expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale. TEA-21 ELIMINATED THE REQUIREMENT FOR A SEPARATE MIS DOCUMENT, BUT THE ANALYSIS STILL MUST BE CONDUCTED.

MARSH: Wetland dominated by grassy vegetation, such as cattails and sedges.

MAXIMUM CREDIBLE EARTHQUAKE (MCE): The maximum intensity earthquake that is assumed to occur closest to the site. This earthquake is also described as the maximum magnitude earthquake, or maximum earthquake.

MEDIAN: The portion of a divided highway separating the traveled ways in opposite directions.

METROPOLITAN PLANNING ORGANIZATION (MPO): A federal designation for the forum for cooperative transportation decision-making for an urbanized area with population of more than 50,000.

METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP): MTIP is a synonym for the FTIP and it refers to the programming done by the MPO/RTPA as part of the development of the MTP. Also called **REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)**.

METROPOLITAN TRANSPORTATION PLAN (MTP): A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a **REGIONAL TRANSPORTATION PLAN (RTP)**.

MIDDEN: A prehistoric refuse heap, usually containing shells and/or bones.

MIGRATION: Intentional, directional, and usually seasonal movement of animals between two regions or habitats; involves departure and return of the same individual.

MITIGATED NEGATIVE DECLARATION (MND): The CEQA document that is used when the Initial Study concludes that a project's potential significant effect on the environment can be reduced below the level of significance with the incorporation of mitigation measures.

MITIGATION BANK: Large blocks of land preserved, restored, and enhanced for the purpose of consolidating mitigation and/or mitigating in advance for projects that take listed species.

MIXED-FLOW LANE: A standard traffic lane for all types of vehicles, including single-occupant cars, carpools, vans, buses, and trucks.

MONITORING WELL: A well drilled at a hazardous waste management site or Superfund site to collect groundwater samples for the purpose of physical, chemical, or biological analysis to determine the amounts, types, and distribution of contaminants in the groundwater beneath the site.

MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY ACT (MAP-21): MAP-21 was signed into law by President Barack Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MULTIMODAL: Pertaining to more than one method of traveling.

N

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA): Enacted in 1969, NEPA requires all federal agencies to consider environmental factors through a systematic interdisciplinary approach before committing to a course of action. The NEPA process is an overall framework for the environmental evaluation of federal actions.

NATIONAL HIGHWAY SYSTEM (NHS): Consists of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (NPDES): "...is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel."

NEGATIVE DECLARATION (ND): The CEQA document that is used when the Initial Study concludes that a project will have no significant impact on the environment.

NONATTAINMENT AREA: "Nonattainment Area" means any geographic region of the United States that the U.S. Environmental Protection Agency (U.S. EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

NONPOINT SOURCE: A "nonpoint source" is a dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area, e.g., pesticide residues distributed over an agricultural area.

NOTICE OF AVAILABILITY (NOA): "Notice of Availability" means a formal public notice under NEPA announcing the availability of a completed EA, DEIS, or FEIS. For EISs, publication of such notice in the Federal Register is required.

NOTICE OF COMPLETION (NOC): The CEQA notice submitted to the State Clearinghouse when an EIR, MND, or ND is completed.

NOTICE OF DETERMINATION (NOD): A "Notice of Determination" is a formal written notice under CEQA filed by a lead state agency when approving any project subject to the preparation of an EIR, MND, or ND.

NOTICE OF EXEMPTION (NOE): “Notice of Exemption” means a brief notice which may be filed by a public agency after it has decided to carry out or approve a project and has determined that the project is exempt from CEQA.

NOTICE OF INTENT (NOI): Under NEPA, the “Notice of Intent” is a notice that an Environmental Impact Statement will be prepared and considered. The Notice of Intent is published in the Federal Register by the lead federal agency. Under CEQA, a lead agency must also provide a “Notice of Intent to Adopt” an ND or MND to the public, responsible agencies, trustee agencies, and the county clerk of each county in which the proposed project is located.

NOTICE OF PREPARATION (NOP): “Notice of Preparation” is the CEQA notice that an EIR will be prepared for a project.

O

OVERCROSSING (O.C.): A local road structure that bridges over a state highway.

OXYGEN DEMAND: Materials such as food waste and dead plant or animal tissue that use up dissolved oxygen in the water when they are degraded through chemical or biological processes. Chemical and biochemical oxygen demand (COD and BOD) are measures of the amount of oxygen consumed when a substance degrades.

P

PALEONTOLOGIC SPECIES: A morphologic species based on fossil specimens. It may include specimens that would be considered specifically distinct if living individuals could be observed (Bates and Jackson 1980:451).

PALEONTOLOGICAL RESOURCE: A locality containing vertebrate, invertebrate, or plant fossils (i.e., fossil location, fossil bearing formation, or a formation with the potential to bear fossils).

PALEONTOLOGY: The study of life in past geologic time based on fossil plants and animals and including phylogeny, their relationships to existing plants, animals, and environments, and the chronology of the earth's history (Bates and Jackson 1980:451).

PARTICIPATING AGENCY: Under 23 USC 139, a participating agency is any federal or non-federal agency (state, tribal, regional, or local government agency) that may have an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies

PLAYA: A shallow temporary lake that may form in alkali sinks.

PLEISTOCENE: The first epoch of the Quaternary Period characterized by the first indications of social life in man.

PLIOCENE: The first epoch of the Tertiary Period characterized by the transition from hominids to early humans

POINT SOURCE: Distinct location from which wastes are discharged (e.g., pipes and sewers).

PRACTICABLE: The term *practicable* means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

PROBABILISTIC SEISMIC HAZARD ANALYSIS: Seismic parameters are estimated using several significant seismic sources, the likelihood of occurrence within a given time frame, and the uncertainty of the estimate. Caltrans uses probabilistic methods for important bridges and certain seismic retrofit projects.

PROJECT (CEQA): California Public Resources Code §21065 defines a “project” as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- A. An activity directly undertaken by any public agency.
- B. An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- C. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

PROJECT (FHWA): 23 Code of Federal Regulations §1.2 defines a project as an undertaking by a State highway department for highway construction, including preliminary engineering, acquisition of rights-of-way and actual construction, or for highway planning and research, or for any other work or activity to carry out the provisions of the Federal laws for the administration of Federal-aid for highways.

Q

QUATERNARY PERIOD: A geologic period, which includes both the Pleistocene and Holocene Periods, comprising the second portion of the Cenozoic era; characterized by the rise of man and modern animals.

R

RECEPTORS: Term used in air quality and noise studies that refers to houses or businesses that could be affected by a project.

RECORD OF DECISION (ROD): The “Record of Decision” is a formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project, and document any required Section 4(f) approval.

RECURRENCE INTERVAL: The average time interval between earthquake occurrences of equal magnitude on the same fault.

REGULATORY AGENCY: An agency that has jurisdiction by law.

REGIONAL IMPROVEMENT PROGRAM (RIP): One of two component funding source programs that ultimately make up the STIP. The RIP receives 75% of the funds from the State Highway account. This 75% is then distributed to the MPOs and RTPAs by a formula. The RIP is the source of funding for the FTIP.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP): RTIP is a synonym for the FTIP and it refers to the programming done by the MPO/RTPA as part of the development of the RTP. Also called a **METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP)**.

REGIONAL TRANSPORTATION PLAN (RTP): A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a **METROPOLITAN TRANSPORTATION PLAN (MTP)**.

REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA): A state designated single or multi-county agency responsible for regional transportation planning. RTPAs are also known as Local Transportation Commissions or Councils of Governments and are usually located in rural or exurban areas.

REGULATORY EARTHQUAKE FAULT ZONES: Areas along faults defined as active by the California Geological Survey, typically one-quarter mile or less in width, where special studies are required to determine if there is a surface rupture hazard. Caltrans’ broader definition of active faults results in other areas that also need to be addressed for surface rupture. A site near a fault defined as active by Caltrans criterion also requires a review of surface rupture potential.

REGULATORY FLOODWAY: A floodplain area that is reserved in an open manner by federal, state, or local requirements, i.e., unconfined or unobstructed either horizontally or vertically, to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than a one-foot increase. (Since the one foot is already accounted for, no increase more than 0.00 feet is allowed)

RESPONSIBLE AGENCY: A “public agency, other than the lead agency which has responsibility for carrying out or approving a project” (PRC 21069). The CEQA Guidelines further explains the statutory definition by stating that a “responsible agency” includes “all public agencies other than the Lead Agency which have discretionary approval power over the project” (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.

REVEGETATION: Planting of indigenous plants to replace natural vegetation that is damaged or removed as a result of highway construction projects or permit requirements.

RIGHT-OF-WAY: A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

RIPARIAN: Along banks of rivers and streams; riverbank forests are often called gallery forests.

RIPRAP: Randomly placed rock or concrete used to strengthen an embankment or protect it from erosion.

RISK ASSESSMENT: An economic and/or non-economic assessment of the impacts associated with the floodplain encroachment(s). It is meant to be more general in detail than a risk analysis. The format and content of the Summary Floodplain Encroachment Report form is the minimum required for a risk assessment.

ROTATIONAL SLIDE OR SLUMP: Landslide movement due to forces that cause a concave upwards surface in the mass.

RUDERAL: Disturbed area with a prevalence of introduced weedy species. Ruderal habitats are associated with unpaved highway shoulders and weedy areas around and between dwellings and other structures.

S

THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU): SAFETEA-LU authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005 to 2009.

SCENIC HIGHWAY SYSTEM: A list of the highways that are eligible to become, or are designated as, official scenic highways. Many state highways are located in areas of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, §260 et seq.

SCOPING: NEPA defines scoping as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action (40 CFR §1501.7). Under CEQA, scoping is designed to examine a proposed project early in the EIR environmental analysis/review process, and is intended to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

SCOUR: Erosion caused by moving water.

SEICHE: A wave oscillation of the surface of water in an enclosed basin initiated by an earthquake.

SENATE BILL (SB) 45: California State Senate Bill 45, passed in 1997, revised transportation funding priorities at the State level, allocating 75% of capital outlay dollars to regional agencies, and 25% to the State.

SETBACKS: The minimum horizontal distance slopes shall be set back from site boundaries according to Chapter 70 of the Uniform Building Code. Also applies to the minimum horizontal distance required from faults to structures (see California Geological Survey Special Publication 42, pp. 27 and 29).

SETTLEMENT: The gradual downward movement of an engineered structure due to compression of the soil below the structure foundation.

SIGNIFICANCE (CEQA): CEQA defines a "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant" (15382).

CEQA requires that the lead agency identify each "significant effect on the environment" resulting from the project and avoid or mitigate it.

The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

SIGNIFICANCE (NEPA): Under NEPA, an EIS is required when the proposed federal action has the potential to “significantly affect the quality of the human environment.” To determine that potential, one must consider both the context in which the action takes place and the intensity of its effect. Section 1508.27 of the CEQ regulations defines the term “significantly” as:

Significantly as used in NEPA requires considerations of both context and intensity:

- A. Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- B. Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
 - 1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
 - 2. The degree to which the proposed action affects public health or safety.
 - 3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
 - 4. The degree to which the effects on the quality of the human environment are likely to be highly controversial
 - 5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks
 - 6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration
 - 7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
 - 8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of

Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [43 FR 56003, Nov. 29, 1978; 44 FR 874, Jan. 3, 1979].

SIGNIFICANT ENCROACHMENT: A highway encroachment and any direct support of likely base floodplain development that would involve one or more of the following construction or flood related impacts:

1. A significant potential for interruption or termination of a transportation facility, which is needed for emergency vehicles or provides a community's only evacuation route.
2. A significant risk (*to life or property*), or
3. A significant adverse impact on natural and beneficial floodplain values.

SOIL CREEP: The gradual, steady downhill movement of soil and loose rock material.

SOLE SOURCE AQUIFER: An aquifer upon which a community depends exclusively for its fresh water supply.

SPECIAL FLOOD HAZARD AREAS (SFHAS): The areas delineated on an NFIP map as being subject to inundation by the base (100-year) flood.

SPECIAL-STATUS SPECIES: Plant or animal species that are either (1) federally listed, proposed for or a candidate for listing as threatened or endangered; (2) bird species protected under the federal Migratory Bird Treaty Act; (3) protected under state endangered species laws and regulations, plant protection laws and regulations, Fish and Game codes, or species of special concern listings and policies; or (4) recognized by national, state, or local environmental organizations (e.g., California Native Plant Society).

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP): A legislatively created program to maintain the integrity of the State Highway System. It is tapped for safety and rehabilitation projects. SHOPP is a multi-year program of projects approved by the Legislature and Governor. It is separate from the STIP.

STATE IMPLEMENTATION PLAN (SIP): The state's plan for attaining the National Ambient Air Quality Standards. Per federal law, transportation plans and programs in air quality non-attainment areas must conform to the SIP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): A statewide or bundled prioritized list of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, MTPs, and FTIPs, and required for projects to be eligible for funding under Title 23 USC and title 49 USC. Chapter 53.

STATE WATER RESOURCES CONTROL BOARD: The principal authority of California for regulation of the quantity and quality of waters of the State, established by act of the legislature in 1967. It assumed responsibility for administration of the Porter-Cologne Water Quality Control Act of 1969.

STATEMENT OF OVERRIDING CONSIDERATION: Pursuant to CEQA, a written explanation prepared by a public agency that explains why it approved a project, despite the presence of significant, unavoidable environmental impacts.

STATEWIDE TRANSPORTATION PLAN: The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

STORM WATER POLLUTION PREVENTION PLAN (SWPPP): A SWPPP is prepared to evaluate sources of discharges and activities that may affect storm water runoff, and implement measures or practices to reduce or prevent such discharges.

STRATUM: A layer of sedimentary rock; plural is strata.

STRATIGRAPHY: The study of rock layers, especially their formation, distribution, composition, and age.

SUBSIDENCE: A localized mass movement that involves the gradual downward settling or sinking of the earth's surface.

SUMMARY FLOODPLAIN ENCROACHMENT REPORT (SAME AS FIGURE 804.7B FLOODPLAIN EVALUATION REPORT SUMMARY LOCATED IN CHAPTER 804 OF THE HIGHWAY DESIGN MANUAL): A floodplain assessment report which addresses the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study. If it is determined that a project does not have a significant encroachment, this form can be used as a minimum backup for a categorical exclusion (CE) determination. For federally-funded projects on the State Highway System (SHS), the Caltrans project engineer will sign the Summary Floodplain Encroachment Report. For local assistance projects, this report must be filled out and signed by the local agency project engineer, with concurrence signature by the District Local Assistance Engineer (DLAE).

SWALE: A wide shallow depression in the ground to form a channel for storm water drainage. Bio-swales or biofiltration swales are densely vegetated to filter runoff.

T

THREATENED: A species that is likely to become endangered in the foreseeable future in the absence of special protection.

TIERING: The process of preparing multiple levels of an environmental review, typically including general matter in broad environmental documents with subsequent narrower environmental documents.

TOTAL DISSOLVED SOLIDS: Concentration of all substances dissolved in water (solids remaining after evaporation of a water sample).

TRACT: A standard geographical unit of measurement defined by the U.S. Census Bureau.

TRAFFIC ACCIDENT SURVEILLANCE AND ANALYSIS SYSTEM (TASAS): A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections that are part of the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes, and combinations of the above.

TRAFFIC FORECAST: A best estimate of future roadway travel conditions, demand, and resulting volumes.

TRAFFIC OPERATIONS: The safe and efficient movements of vehicles, people, and goods. The typical measures of effectiveness are travel times, delay, accidents per vehicles miles, and level of service.

TRANSLATIONAL SLIDE: Landslide movement that occurs predominantly along planar or gently undulating surfaces.

TRANSPORTATION CONTROL MEASURE (TCM): "... is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the Clean Air Act or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-base, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of project-level conformity.

TRANSPORTATION DEMAND MANAGEMENT (TDM): "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21): Federal legislation signed into law in 1998, authorizing highway, highway safety, transit and other surface transportation programs for the following six years. TEA 21 built on the initiatives established in the 1991 ISTEA.

TRANSPORTATION IMPROVEMENT PLAN (TIP): A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan. It is a federal term.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

TRUSTEE AGENCY: "...a state agency having jurisdiction by law over natural resources affected by project which are held in trust for the people of the State of California. Trustee agencies include: a) the California Department of Fish and Game [Wildlife] with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological preserves, and other areas administered by the department; b) the State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands; c) the State Department of Parks and Recreation with regard to units of the State Park System; and d) the University of California with regard to sites within the Natural Land and Water Reserves System" (14 CCR 15386).

TSUNAMI: A water wave of local or distant origin that results from large-scale displacements associated with large earthquakes, major submarine slides, or volcanic eruption.

TURBIDITY: Cloudiness (or a measure of the cloudiness in water due to the presence of suspended particulates).

TYPE I PROJECTS: A proposed federal or federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Other specific activities that qualify as a Type I project are defined in 23 CFR 772.

TYPE II PROJECTS: Usually called a retrofit project, a proposed federal or federal-aid highway project for noise abatement on an existing highway.

TYPE III PROJECTS: A federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

U

UNDERCROSSING (U.C.): A state highway structure that bridges over a local road.

UNUSAL CIRCUMSTANCES (NEPA): For any action which would normally be classified as a CE but could involve unusual circumstances, Caltrans is required to conduct appropriate environmental studies to determine whether a categorical exclusion is proper (23 CFR 771.117(b)). Unusual circumstances include actions that involve:

1. Significant environmental impacts;
2. Substantial controversy on environmental grounds;
3. Significant impact to properties protected under 4(f) of the USDOT Act or Section 106 of the National Historic Preservation Act ;
4. Inconsistencies with any federal, state or local law relating to environmental impacts.

V

VERTICAL CLEARANCE: The unobstructed distance above the roadway surface; the height at which a vehicle may pass beneath a structure, such as a bridge, without any physical contact.

VIEWSHED: View; total visible area from the position of a single observer or the total visible area from observers in multiple positions.

VISUAL RESOURCES: The natural and artificial features of a landscape that characterize its form, line, texture, and color.

VISUAL UNITY: The visual coherence and compositional harmony of a landscape when considered as a whole.

VOLUME TO CAPACITY RATIO (V/C): The relationship between the demand for trips and the number of trips that can be accommodated.

W

WATERSHED: The area of land that drains into a specific waterbody.

WATERS OF THE UNITED STATES: As defined by the United States Army Corps of Engineers (USACE) in 33 CFR 328.3(a):

1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce, including any such waters:
 - (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
 - (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
 - (iii) Which are used or could be used for industrial purposes by industries in interstate commerce;
4. All impoundment of waters otherwise defined as waters of the United States under this definition;
5. Tributaries of waters identified in paragraphs 1-4;
6. The territorial seas;
7. Wetlands adjacent to waters (waters that are not wetlands themselves) identified in paragraphs 1-6.

WEIR: A dam in a stream to raise the water level or divert its flow.

WETLAND: Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

X

Y

Z

Appendix H List of Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADL	Aerially deposited lead
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
Bay Area	San Francisco Bay Area
BFE	Base flood elevation
BGS	below ground surface
Btu	British thermal unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalents
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FHSZ	Fire Hazard Severity Zone

FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FONSI	Finding of No Significant Impact
FSTIP	Federal Statewide Transportation Improvement Program
GHG	greenhouse gas
GIS	Geographic Information Systems
GWh	gigawatt hour
GWP	Global Warming Potential
HSWA	Hazardous and Solid Waste Amendments
ibid	Same source as previous footnote
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LBP	lead-based paint
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
mpg	miles per gallon
MSAT	Mobile Source Air Toxics
MSL	mean sea level
MTC	Metropolitan Transportation Commission
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission

NCP	National Contingency Plan
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NES(MI)	Natural Environment Study (Minimal Impacts)
NFD	City of Napa Fire Department
NO ₂	nitrogen dioxide
NOA	naturally occurring asbestos
NOD	Notice of Determination
NO _x	nitrogen oxides
NPD	City of Napa Police Department
NRHP	National Register of Historic Places
NVTA	Napa Valley Transportation Authority
O ₃	ozone
PA&ED	Project Approval and Environmental Document
PCB	polychlorinated biphenyls
PFC	perfluorocarbon
PDA	Priority Development Areas
PDT	Project Development Team
PG&E	Pacific Gas and Electric Company
PM	particulate matter
PM ₁₀	particulate matter with a diameter of 10 microns or less
PM _{2.5}	particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
PS&E	Plans, Specifications, and Estimates
R&D	Research and Development

RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
ROW	Right-of-Way
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SMP	Site Management Plan
SO _x	sulfur oxides
SR	State Route
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
Title 24	Title 24, Part 6 of the California Code of Regulations
TMP	Traffic Management Plan
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

VMT	vehicle miles traveled
Williamson Act	California Land Conservation Act
WPT	western pond turtle
WUI	wildland-urban interface
ZNE	zero net carbon emission