



**DEPARTMENT OF THE ARMY**  
**U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT**  
**1325 J STREET**  
**SACRAMENTO, CA 95814-2922**

## **RECORD OF DECISION**

### **AMERICAN RIVER WATERSHED COMMON FEATURES PROJECT SACRAMENTO WEIR WIDENING YOLO COUNTY, CALIFORNIA**

The Sacramento Weir Widening Project is part of a portfolio of measures comprising the American River Watershed Common Features Project designed to help alleviate flood risk in the Sacramento Region. The weir widening authorized in the Water Resources Development Act of 2016 (Pub. Law 114-322), will be accomplished by construction of a new weir immediately north of the existing Sacramento Weir in Yolo County, California. The enclosed Final Supplemental Environmental Impact Statement and Environmental Impact Report (FSEIS/EIR), is a supplement to the American River Common Features General Reevaluation Report (ARCF GRR) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), dated December 2015 and revised May 2016. Based on the FSEIS/EIR, the reviews by other Federal, State, and local agencies, Tribes, input of the public, and the review by my staff, I find the preferred alternative identified in the FSEIS/EIR (Alternative 1 – Passive Weir, Elevation 26.0 feet NAVD88) is justified, in accordance with environmental statutes, in the public interest, and consistent with existing project authority.

In addition to a No-Action Alternative, the FSEIS/EIR, incorporated herein by reference, evaluated two action alternatives that would lower Sacramento River stages to reduce the risk of floodwaters overflowing the river's embankments and levees into vulnerable urban areas south of the Sacramento Weir. Alternative 1 – Passive Weir, Elevation 26.0 NAVD88 is the preferred alternative (Proposed Action) and includes the following elements (described in the FSEIS/EIR, section 2.4):

- Construct a new passive weir structure approximately 1,520 feet long with a roadway bridge above;
- Realign Old River Road and CR-124 to the new weir (approximately 1,900 and 2,500 feet long, respectively);
- Connect the new weir to the adjacent Lower Elkhorn Basin Levee Setback (LEBLS, under construction by non-federal sponsors and also a part of the American River Common Features Project authorization);
- Construct a new drainage ditch (approximately 2,800 feet long) to convey drainage into the Sacramento Bypass;
- Construct a fish passage structure and channel (approximately 9,400 feet long) to enable anadromous fish migration when the weir is flowing;
- Remove the current railroad track embankment. Install stops at each side of the bypass to terminate the railroad tracks.

The Alternative 2 – Higher Weir Elevation includes the same features as the Proposed Action, except the design has a higher weir top elevation (detailed in the FSEIS/EIR, 2.5). Steel stop logs would be installed on top of the weir to raise its height to 29.2 feet NAVD88. The 30-

foot stop logs would be lifted into grooved piers and supports along the weir crest. Alternatives 1 (Proposed Action) and 2 (Higher Weir), plus a “no action” alternative (detailed in the FSEIS/EIR, 2.3), were the subjects of detailed analysis in the final FSEIS/EIR. The lower height passive weir widening, Alternative 1, is the environmentally preferred alternative. See sections 2.1 Requirements for Alternatives Development, Selection, and Screening and 2.2 Alternative Formulation and Screening.

**SUMMARY OF POTENTIAL EFFECTS:**

The potential effects were evaluated for each of the three alternatives, as appropriate. A summary assessment of the potential effects of the Proposed Action are listed in Table 1:

**Table 1: Summary of Potential Effects of Proposed Action**

	Significant adverse effect*	Insignificant effects due to mitigation**	Insignificant effects	Resource unaffected by action
Air quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aquatic resources/wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/> Beneficial	<input type="checkbox"/>	<input type="checkbox"/>
Climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fisheries	<input type="checkbox"/>	<input checked="" type="checkbox"/> Beneficial	<input type="checkbox"/>	<input type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Beneficial	<input type="checkbox"/>
Geological resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous, toxic & radioactive waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hydrology & hydraulics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Invasive species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land use (including agriculture)	<input checked="" type="checkbox"/> Unavoidable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise levels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation	<input checked="" type="checkbox"/> Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Socio-economics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Soils	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special-status & terrestrial species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic & circulation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation & wildlife	<input checked="" type="checkbox"/> Short-term	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual resources	<input checked="" type="checkbox"/> Unavoidable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water quality & groundwater resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All practicable means to avoid or minimize adverse environmental effects were analyzed and incorporated into the Proposed Action. Best management practices (BMPs) as detailed in the FSEIS/EIR will be implemented to minimize impacts. However, the Proposed Action will potentially result in some unavoidable adverse impacts, as disclosed in Table 2.

**Table 2: Unavoidable Environmental Effects**

Environmental Resource	Significant Adverse Effect
Land use (3.3.2)	Permanent, total 83 acres prime farmland conversion to non-agricultural use; Less 32 acres overlapping prime farmland conversion by Department of Water Resources LEBLS project; Net 51 acres prime farmland permanent conversion to non-agricultural use.
Recreation (3.14.2)	Temporary, short-term access restriction to bicycling, boating, jogging, bird watching, and other recreation near Sacramento Bypass Wildlife Area during construction activities. (Beneficial, long-term expansion of bypass roughly doubles the bypass area for recreation)
Traffic & circulation (3.10.2)	Temporary, short-term, local lane closures on up to ½ of available roadway, relocation of the road after construction, and termination of a railroad line.
Vegetation & wildlife (3.6.2)	Short-term loss of approximately: 18.5 acres riparian woodland, 12.5 acres California walnut grove, & 6.0 acres oak woodland.
Visual resources (3.15.2)	Temporary, short-term visual character impacts during construction activities from haul trucks and equipment partially impacting views for 1 residence and recreationists along the Sacramento River and in the Sacramento Bypass Wildlife Area. New 1,500-foot-long concrete weir and new Old River Rd. bridge above the structure (visually similar to existing views) nevertheless change visual character along a county-designated scenic highway. Vegetation change (above) alters viewshed for recreationists.

The proposed means to avoid, minimize, mitigate, and compensate for environmental impacts potentially generated by the construction of the Proposed Action are described in the FSEIS/EIR. The Attachment to this Record of Decision (ROD) lists unavoidable adverse impacts to environmental and/or cultural resources, corresponding mitigation measures adopted, and references to Sections of the FSEIS/EIR containing further details.

Public review of the draft SEIS/EIR concluded on 14 September 2020. All comments submitted during the public comment period were responded to in the FSEIS/EIR.

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (FWS) issued a Biological Opinion, dated 31 March 2021, that determined that the Proposed Action will not jeopardize the continued existence of the following federally listed species, or adversely modify designated critical habitat: valley elderberry longhorn beetle (*Democerus californicus dimorphus*), delta smelt (*Hypomesus transpacificus*), giant garter snake (*Thamnophis gigas*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) and delta smelt (*Hypomesus transpacificus*).

Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the National Marine Fisheries Service (NMFS) issued a Biological Opinion, dated 12 May 2021, that determined that the Proposed Action will not jeopardize the continued existence of the following federally listed species, or adversely modify designated critical habitat: Central Valley (CV) spring-run Chinook salmon evolutionarily significant unit (ESU) (*Oncorhynchus tshawytscha*), endangered Sacramento River winter-run Chinook salmon ESU (*O. tshawytscha*), threatened California CV steelhead distinct population segment (DPS) (*O. mykiss*), or the threatened Southern DPS (sDPS) of North American green sturgeon (*Acipenser medirostris*). All terms and conditions, conservation measures, and reasonable and prudent measures developed through

these consultations will be implemented in order to minimize take of endangered species and avoid jeopardizing these species.

The U.S. Army Corps of Engineers (Corps) has given full consideration to the report and recommendations of the Secretary of Interior (through USFWS) as provided in USFWS' October 5, 2015 final Coordination Act Report (USFWS File # 08ESMF00-20 13-CPA-0020). The Proposed Action's adverse impacts to wildlife and wildlife habitats are summarized in the Vegetation & Wildlife section of the Attachment to this ROD and are fully addressed in Section 3.6 of the FSEIS/EIR.

On September 24, 2015, USACE transmitted a letter to NMFS responding to and adopting the recommendations from NMFS to avoid or minimize ARCF Project impacts to essential fish habitat (EFH), including impacts of the Proposed Action, to the maximum extent practicable. Therefore, the Proposed Action is in full compliance with the Magnuson-Stevens Act (Section 5.1.10, FSEIS/EIR).

Pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, the Corps determined that historic properties may be adversely affected by the Proposed Action. The Corps and the State Historic Preservation Officer (SHPO) entered into a Programmatic Agreement (PA), dated 10 September 2015. In a letter dated September 15, 2020, the SHPO concurred in the finding that one Historic Property, the Sacramento Weir and Bypass, would be adversely affected by the Proposed Action and Higher Weir Alternative. In accordance with the PA and Mitigation Measure CR-1, USACE, in consultation with SHPO, will prepare a Historic Properties Treatment Plan (HPTP) that identifies specific treatment measures to resolve the adverse effect under Section 106 of the NHPA. All terms and conditions resulting from the HPTP shall be implemented in order to minimize adverse impacts to historic properties.

Pursuant to the Clean Water Act of 1972, as amended (33 USC 1251, et seq.), all discharges of dredged or fill material associated with the Proposed Action have been found compliant with the Section 404(b)(1) Guidelines (40 CFR 230). The Clean Water Act Section 404(b)(1) Guidelines evaluation is found in section 5.1.8 of the FSEIS/EIR.

A programmatic water quality certification pursuant to Section 401 of the Clean Water Act was obtained from the Central Valley Regional Water Quality Control Board (CVRWQCB). All conditions of the water quality certification shall be implemented to minimize adverse impacts to water quality. The FSEIS/EIR section 3.5.2 Environmental Consequences (Water Quality and Groundwater Resources) further discusses the Proposed Action in compliance with the Clean Water Act

Executive Order (EO) 12898 requires Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of programs on minority and low-income populations. (See 5.1.5 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). The Proposed Action, along with other components of the ARCF Project, would reduce the risk of flooding to existing residential, commercial, and industrial development in the Sacramento metropolitan area and its effects and benefit would accrue to all segments of the population in the project area, with no disproportionate adverse environmental effect on any minority or low-income population. Accordingly, the Proposed Action complies with EO 12898.

The Proposed Action is not expected to violate any Federal air quality standards. Although the total combined NO<sub>x</sub> emissions of the Proposed Action and the ARCF Project as a whole are expected to exceed the EPA's General Conformity *de minimis* thresholds during the project's construction years (2023, 2024, and 2025), USACE intends to purchase offsets for NO<sub>x</sub>

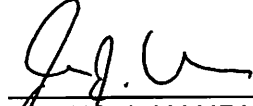
emissions from the Sacramento Metropolitan Air Quality Management District and the Yolo Solano Air Quality Management District. These Emission Reduction Credits (ERC) offsets will be obtained according to the Final ARCF General Conformity Determination. Avoidance, Minimization, and Mitigation Measures (see Section 3.11.3 [Air Quality]) are consistent with the ARCF GRR FEIS/EIR.

The ARCF Project, including the Proposed Action, is in full compliance with the Farmland Protection Policy Act (7 USC 4201, et seq.), as described in the FSEIS/EIR Section 5.1.7. USACE completed Natural Resource Conservation Service Form DA 1006 concurrent with the publication of the ARCF GRR Final EIS/EIR.

All applicable environmental laws have been considered and full coordination with appropriate agencies and officials has been completed (details in Section 5.0 Compliance with Federal Laws & Regulations, FSEIS/EIR). This FSEIS/EIR was prepared in accordance with the NEPA implementation regulations in effect as of the Notice Of Intent publication in the Federal Register on 1 April 2020. New Council on Environmental Quality (CEQ) NEPA implementation regulations (40 CFR 1500-1508) became effective 14 September 2020 (final rule, Docket No. CEQ-2019-0003).

All applicable laws, executive orders, regulations, and local government plans were considered in evaluation of alternatives. Based on the review of these evaluations, I find the benefits of the Proposed Action outweigh its costs and any adverse effects. This Record of Decision completes the National Environmental Policy Act process.

9/29/2021  
Date

  
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JAMES J. HANDURA  
COL, EN  
Commanding

ATTACHMENT

RECORD OF DECISION, AMERICAN RIVER WATERSHED COMMON FEATURES 2016,  
SACRAMENTO WEIR WIDENING:

Summary of Effects and Mitigation Measures for the Proposed Action

Effect	(Ref)	Significance Before Mitigation	Avoidance, Minimization, and Mitigation Measures	Significance After Avoidance, Minimization, and Mitigation Measures <sup>1</sup>
<b>Geological Resources</b>		<b>(3.2.2)</b>	<b>(3.2.3)</b>	
Potential for Damage to Project Features Due to Unstable Soils		LTS	None	LTS <sup>2</sup>
Potential Temporary, Short-term Construction-related Erosion		S <sup>3</sup>	Mitigation Measure GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan, and Associated Best Management Practices	LTS
Potential to Directly or Indirectly Destroy a Unique Paleontological Resource or Site		S	Mitigation Measure GEO-2: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required	LTS
<b>Land Use</b>		<b>(3.3.2)</b>	<b>(3.3.3)</b>	
Conversion of Prime Farmland		S	Mitigation Measure AG-1: Purchase Conservation Easements to Offset Conversion of Prime Farmland	SU <sup>4</sup>

For NEPA determinations refer to Table 1 in the Record of Decision<sup>1</sup>

Less than significant<sup>2</sup>

Significant<sup>3</sup>

Significant and unavoidable<sup>4</sup>

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<b>Hydrology and Hydraulics</b>	<b>(3.4.2)</b>		<b>(3.4.3)</b>	
Effects to Water Surface Elevation		LTS	None	LTS
Effects to Agricultural Operations		LTS	None	LTS
<b>Water Quality and Groundwater Resources (3.5.2)</b>			<b>(3.5.3)</b>	
Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Groundwater Quality, Result in Substantial Erosion or Siltation On- or Offsite, or Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan		S	Mitigation Measures GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan. Mitigation Measures HWQ-1: Obtain Appropriate Discharge and Dewatering Permit and Implement Provisions for Dewatering.	LTS
Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge Such That the Project May Impede Sustainable Groundwater Management of the Basin		LTS	None	LTS
Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems or Provide Substantial Additional Sources of Polluter Runoff		LTS	None	LTS
Risk Release of Pollutants Due to Project Inundation in Flood Hazard, Tsunami, or Seiche Zones		LTS	None	LTS

**Summary of Effects and Mitigation Measures for the Proposed Action**

<b>Effect</b>	<b>(Ref)</b>	<b>Significance Before Mitigation</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>	<b>Significance After Avoidance, Minimization, and Mitigation Measures<sup>1</sup></b>
<b>Vegetation and Wildlife</b>	<b>(3.6.2)</b>		<b>(3.6.3)</b>	
Adverse Effects on Riparian Habitat, Forestland, and Waters of the United States		S	Mitigation Measure VEG-1: Compensate for Riparian and Woodland Habitat Removal Mitigation Measure WATERS-1: Compensate for Fill of state and Federally Protected Waters Mitigation Measure GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan, and Associated Best Management Practices	LTS long term, SU short term (riparian habitat) LTS (waters)
Conflict with Tree Preservation Policies or Ordinances or Provisions of an Adopted Habitat Conservation Plan or Natural Community Conservation Plan		S	Mitigation Measure VEG-1: Compensate for Riparian and Woodland Habitat Removal	LTS
<b>Fisheries</b>	<b>(3.7.2)</b>		<b>(3.7.3)</b>	
Potential Impacts to Fish Passage		B	Mitigation Measure FISH-3: Fish Rescue Plan	B
Operation and Maintenance for Fish Passage		S	Mitigation Measure FISH-1: In-water Work Window Mitigation Measure GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan, and Associated Best Management Practices	LTS
Potential Increase in Stranding		S	Mitigation Measure FISH-1: In-water Work Window Mitigation Measure FISH-4: Fish Rescue Plan	LTS
Impacts of Stage Changes on Critical Habitat		B	None	B



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Impacts of Construction and Erosion Control Measures on Critical Habitat		S	Mitigation Measure FISH-2: Shaded Riverine Aquatic and Aquatic Habitat Mitigation Measure FISH-4: Fish Rescue Plan Mitigation Measure GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan, and Associated Best Management Practices Mitigation Measures HWQ-1: Obtain Appropriate Discharge and Dewatering Permit and Implement Provisions for Dewatering.	LTS
<b>Special-Status Plant and Terrestrial Wildlife Species (3.8.2)</b>			<b>(3.8.3)</b>	
Adverse Effect on Special-status Species: Plants		S	Mitigation Measure PLANT-1: Implement Measures to Minimize Impacts on Special-status Plants	LTS
Adverse Effect on Special-status Species: Valley Elderberry Longhorn Beetle		S	Mitigation Measure VELB-1: Implement Current US Fish and Wildlife Service Avoidance, Minimization, and Compensation Measures for Valley Elderberry Longhorn Beetle	LTS
Adverse Effect on Special-status Species: Giant Garter Snake		S	Mitigation Measure GGS-1: Implement Measures to Avoid, Minimize, and Compensate Impacts on Giant Garter Snake	LTS
Adverse Effect on Special-status Species: Swainson's Hawk and Other Special-status Birds		S	Mitigation Measure BIRD-1: Implement Measures to Protect Nesting Migratory Birds	LTS

**Summary of Effects and Mitigation Measures for the Proposed Action**

<b>Effect</b>	<b>(Ref)</b>	<b>Significance Before Mitigation</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>	<b>Significance After Avoidance, Minimization, and Mitigation Measures<sup>1</sup></b>
<b>Cultural Resources</b>	<b>(3.9.2)</b>		<b>(3.9.3)</b>	
Damage to or Destruction of Built-Environment Historic Properties		S	Mitigation Measure CR-1: Prepare a Historic Properties Treatment Plan and Continue Consultation in Accordance with the Programmatic Agreement and the Historic Properties Management Plan	LTS
Potential Damage to or Destruction of Previously Undiscovered Archaeological Sites or Tribal Cultural Resources		S	Mitigation Measure CR-1: Prepare a Historic Properties Treatment Plan and Continue Consultation in Accordance with the Programmatic Agreement and the Historic Properties Management Plan Mitigation Measure CR-2: Prepare an Archaeological Discovery Plan and an Archaeological Monitoring Plan. Mitigation Measure CR-3: Conduct Cultural Resources Awareness Training Mitigation Measure CR-4: Implement Procedures for Inadvertent Discovery of Cultural Material Mitigation Measure CR-5: In the Event that Tribal Cultural Resources are Discovered Prior to or During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Adverse Effects	LTS
Damage to or Destruction of Human Remains During Construction		S	Mitigation Measure CR-6: Implement Procedures for Inadvertent Discovery of Human Remains	LTS
Potential Damage to or Destruction of Traditional Cultural Landscape		LTS	None	LTS

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<b>Transportation and Circulation</b>	<b>(3.10.2)</b>		<b>(3.10.3)</b>	
Conflict with a Program, Plan, or Ordinance: Exceed Level of Service or Conflict with Vehicle-Miles-Traveled Standards		NI <sup>5</sup>	None	NI
Increase in Traffic Volumes or Decrease in Capacity along Designated Roadways in the Project Area		S	Mitigation Measure TR-1: Prepare and Implement a Traffic Control and Road Maintenance Plan	SU
Conflict with a Program, Plan, or Ordinance: Decreased Performance or Safety of Alternative Modes of Transportation		S	Mitigation Measure TR-1: Prepare and Implement a Traffic Control and Road Maintenance Plan	LTS
Increased Hazards Due to a Design Feature or Incompatible Uses		S	Mitigation TR-1: Prepare and Implement a Traffic Control and Road Maintenance Plan	LTS
Disrupt Railroad Services		S	Mitigation Measure TR-2: Adjust Rail Traffic	LTS

<sup>5</sup>No impact

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<b>Air Quality</b>	<b>(3.11.2)</b>		<b>(3.11.3)</b>	
Potential Conflict with Air Quality Plan or Contribute Substantially to Air Quality Violation – Yolo-Solano Air Quality Management District Standards		S	Mitigation Measures AIR-1: Implement the Sacramento Metropolitan Air Quality Management Districts’ Basic Construction Emission Control Practices Mitigation Measure AIR-2: Implement the Sacramento Metropolitan Air Quality Management District’s Enhanced Fugitive PM Dust Control Practices Mitigation Measure AIR-3: Require Lower Exhaust Emissions for Construction Equipment Mitigation Measure AIR-4: Pay Mitigation Fees to Reduce and Offset NOx Emissions Mitigation Measure AIR-5: Implement Marine Engine Standards	LTS
Potential Conflict with Air Quality Plan or Contribute Substantially to Air Quality Violation – Bay Area Air Quality Management District Standards		S	Mitigation Measure AIR-4: Pay Mitigation Fees to Reduce and Offset NOx Emissions Mitigation Measure AIR-6: Implement Marine Engine Standards	LTS
Potential Conflict with Air Quality Plan or Contribute Substantially to Air Quality Violation – General Conformity with the Clean Air Act		S	Mitigation Measure AIR-4: Pay Mitigation Fees to Reduce and Offset NOx Emissions	LTS
<b>Climate Change</b>	<b>(3.12.2)</b>		<b>(3.12.3)</b>	
Temporary, Short-term Generation of Greenhouse Gas Emissions		S	Mitigation Measure GHG-1: Implement GHG Reduction Measures	LTS
Conflict with an Applicable GHG Emissions Reduction Plan and Effects of Climate Change		LTS	None	LTS

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Involve Wasteful Energy Consumption or Conflict with Energy Efficiency Plans		LTS	Mitigation Measure AIR-3: Require Lower Exhaust Emissions for Construction Equipment	LTS
<b>Noise</b>	<b>(3.13.2)</b>		<b>(3.13.3)</b>	
Potential Increase in Ambient Noise Levels or Exposure of Sensitive Receptors to Excessive Noise or Vibration		S	Mitigation Measure NOI-1: Implement Measures to Reduce Construction Noise and Vibration Effects	LTS
<b>Recreation</b>	<b>(3.14.2)</b>		<b>(3.14.3)</b>	
Temporary and Short-term Changes in Recreational Opportunities during Project Construction Activities		S	Mitigation Measure REC-1: Implement Bicycle and Pedestrian Detours, Provide Construction Period Information on Facility Closures, and Coordinate with Yolo County and California Department of Fish and Wildlife to Repair Damaged Facilities Mitigation Measure REC-2: Implement Water Safety Measures for Barges	SU
Permanent Changes to Recreational Opportunities		LTS	None	LTS
<b>Visual Resources</b>	<b>(3.15.2)</b>		<b>(3.15.3)</b>	
Damage to Scenic Vistas or Resources Along State or County Designated Scenic Highways		S	None Feasible	SU
Short-Term Changes in Existing Visual Character		S	None Feasible	SU

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Create New Sources of Substantial Light or Glare		S	Mitigation Measure VIS-2: Coordinate Nighttime Lighting with Sacramento International Airport Operations and Restrict Night Lighting within and Near Airport Runway Approaches and Near CHP Academy Airport Mitigation Measure VIS-3: Provide Shielding from Nighttime Construction Activities or Offer to Temporarily Relocate Affected Residents.	LTS
<b>Public Utilities and Service Systems</b>	<b>(3.16.2)</b>		<b>(3.16.3)</b>	
Potential Disruption of Utility Service		S	Mitigation Measure UTL-1: Verify Utility Locations, Coordinate with Affected Utility Owners/Providers, Prepare and Implement a Response Plan, and Conduct Worker Training with Respect to Accidental Utility Damage	LTS
Exceed Solid Waste Disposal Capacity or Waste Reduction Standards		LTS	None	LTS
<b>Hazardous Wastes and Materials</b>	<b>(3.17.2)</b>		<b>(3.17.3)</b>	
Potential Accidental Spills of Hazardous Materials Used During Construction		S	Mitigation Measure HAZ-1: Conduct Phase II Investigations as Needed	LTS
Possible Creation of Wildland Fire Hazards		LTS	None	LTS