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Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report



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Table of Contents

EXECUTIVE SUMMARY	ES-1
1 INTRODUCTION	1-1
1.1 Background.....	1-1
1.2 CEQA Guidelines for Preparing an Addendum.....	1-3
2 PROPOSED REFINEMENT TO THE PROSPECT ISLAND TIDAL HABITAT RESTORATION PROJECT.....	2-1
2.1 General Construction Methods and Activities	2-1
2.2 Construction Schedule.....	2-4
2.3 Ramp Decommissioning	2-4
3 SUPPLEMENTAL ENVIRONMENTAL REVIEW	3-1
3.1 Environmental Checklist for Supplemental Review.....	3-1
3.2 Do Proposed Changes Require Major Revisions to the FEIR?.....	3-33
3.3 Hydrology.....	3-34
3.4 Water Quality	3-34
3.5 Wetland and Terrestrial Biological Resources	3-35
3.6 Hazards and Hazardous Materials.....	3-37
3.7 Air Quality	3-38
3.8 Greenhouse Gases.....	3-40
3.9 Noise.....	3-40
3.10 Aesthetics	3-41
3.11 Agricultural Resources.....	3-41
3.12 Cultural Resources	3-42
3.13 Land Use and Planning/Population and Housing.....	3-43
3.14 Public Services	3-45
3.15 Transportation and Traffic.....	3-45
3.16 Utilities	3-46
4 CONCLUSION	4-1
5 REFERENCES.....	5-1

List of Tables

Table 3-1. Summary of Impacts and Mitigation Measures by Resource Area.....	3-3
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List Figures

Figure 2-1. Access Ramp Design.	1-2
Figure 3-1. Temporary Access Ramp Location.....	2-3

List Appendices

Appendix A. Encroachment Evaluation for Proposed Access Road for Prospect Island Habitat Restoration	
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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
ac	acre
°C	Degrees Celsius
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO	carbon monoxide
DOGGR	Division of Oil, Gas, and Geothermal Resources
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	California Department of Water Resources
DWSC	Deep Water Ship Canal
EIR	Environmental Impact Report
°F	Degrees Fahrenheit
FEIR	Final Environmental Impact Report
ft	feet
in	inch
MPH	miles per hour
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
NO _x	nitrogen oxides
NPS	National Park Service
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PRC	Public Resources Code
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SR	state route
SRFCP	Sacramento River Flood Control Project
SWA	State Wildlife Area
SWPPP	Stormwater Pollution Prevention Plan
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

EXECUTIVE SUMMARY

The California Department of Water Resources (DWR) and California Department of Fish and Wildlife (CDFW) have prepared this Addendum to the 2019 Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report (2019 FEIR) (SCH#2013052056). The 2019 FEIR evaluated the impacts and mitigation measures associated with the Prospect Island Tidal Habitat Restoration Project.

This Addendum assesses the potential changes to previously evaluated environmental impacts resulting from the construction of a 700 ft long ramp along the access route. The modification evaluated in this Addendum is a change in the construction access route that would need to be temporarily constructed and used for access to and from the construction site. Following construction, the ramp would be decommissioned, and the temporary fill materials would be used on the Project site.

This assessment concludes that the proposed changes would not result in any new potentially significant impacts, nor would any of the impacts identified in the 2019 FEIR be substantially intensified because of the proposed refined construction access.

Based on the analysis in this Addendum, no Supplemental or Subsequent EIR is required to the 2019 FEIR because: 1) no substantial changes in the Project relevant to environmental concerns have occurred, 2) no new significant impacts would result from the proposed Project changes, 3) no substantial changes to environmental circumstances have occurred since the 2019 FEIR was certified, and 4) because no new information relevant to environmental impacts has come to light that would indicate the potential for new significant impacts not discussed in the 2019 FEIR.

1 INTRODUCTION

1.1 Background

In 2019, a Final Environmental Impact Report (2019 FEIR) for the Prospect Island Tidal Habitat Restoration Project (Project) was prepared by DWR and CDFW in accordance with the California Environmental Quality Act (CEQA), and was certified in February 2019 (<https://ceqanet.opr.ca.gov/2013052056/3>). The 2019 FEIR evaluated the impacts and mitigation measures associated with the Prospect Island Tidal Habitat Restoration Project. The 2019 FEIR assumed site access via public roads, levee roads, and or barge on the Sacramento Deep Water Ship Canal (DWSC). However, project proponents are further refining the project access to include a temporary road through private property (Figure 1-1) in Yolo County north of the Yolo/Solano County line and west of County Road 107. The modification to the access road would be a 700 ft constructed ramp that connects County Road 107 to a private road that would allow vehicle and heavy equipment access to the Project site via the DWSC levee that runs along the east side of the DWSC, south to the west side of Prospect Island.

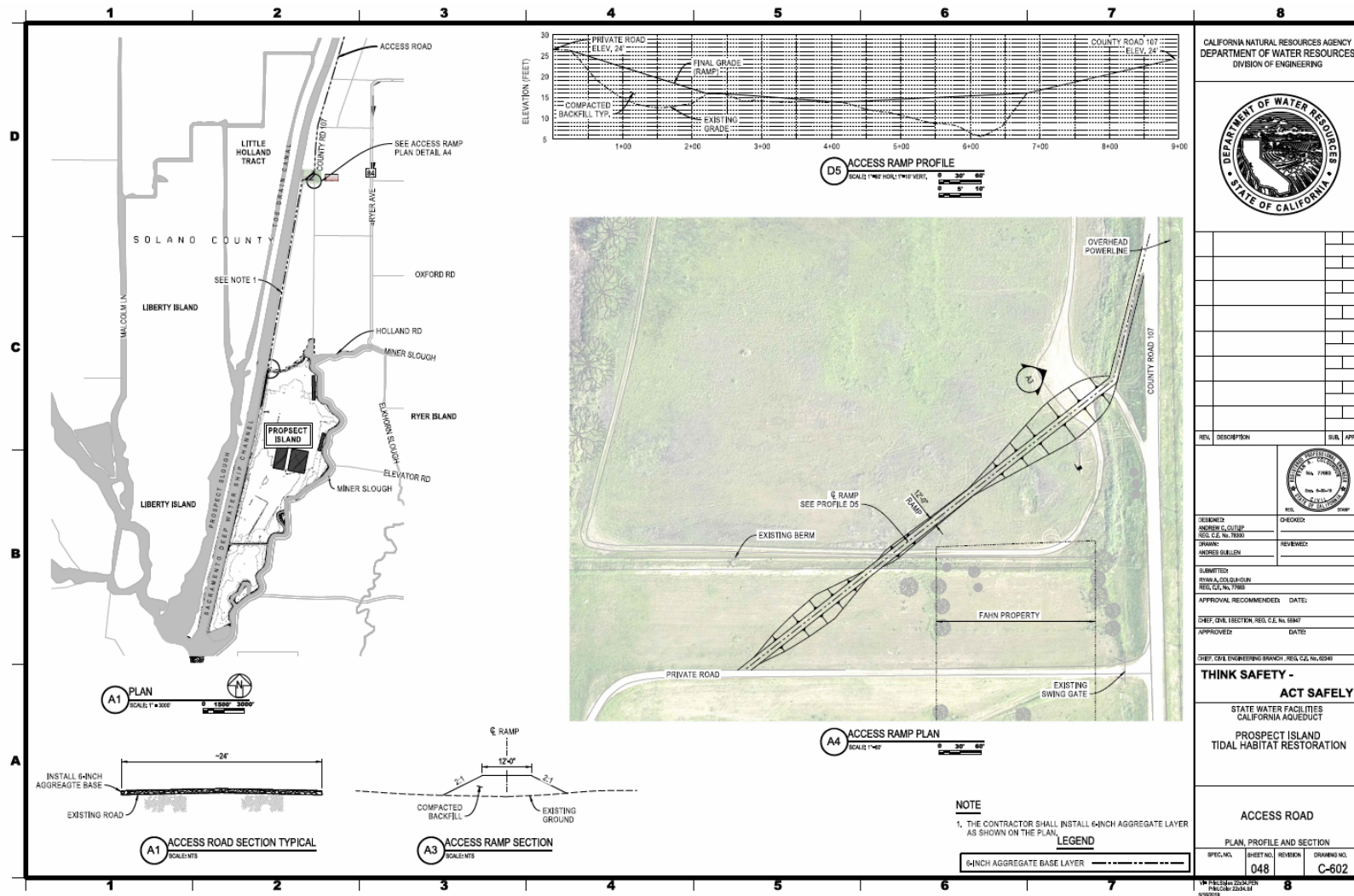


Figure 2-1. Access Ramp Design.

1.2 CEQA Guidelines for Preparing an Addendum

Prior to approval of subsequent actions that constitute a “project” under CEQA, the Lead Agency is required to determine whether the environmental effects of such actions are within the scope of the project covered by the EIR, and whether additional environmental analysis is required. The CEQA Guidelines identify the decision-making process the Lead Agency should use to determine the type of CEQA document appropriate for modification to the 2019 FEIR (§15164(a) and §15162).

The CEQA Guidelines (§15164(a)) specify that the lead agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. According to Section 15162, a subsequent EIR shall not be prepared for the project unless the Lead Agency determines, based on substantial evidence in light of the whole record, on or more of the following conditions are met:

1. Substantial changes are proposed to the project which would require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions to the EIR due to the involvement of new significant environmental effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:
 - The project would have one or more significant effects not discussed in the EIR;
 - Significant impacts previously examined in the EIR would be substantially more severe than shown in that EIR;
 - Mitigation measures or project alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant impacts on the environment, but the Lead Agency declined to adopt the mitigation measure or alternative; or
 - Mitigation measures or project alternatives which are considerably different from those analyzed in the EIR would substantially reduce one or more significant impacts on the environment, but the Lead Agency declined to adopt the mitigation measure or alternative.

2 PROPOSED REFINEMENT TO THE PROSPECT ISLAND TIDAL HABITAT RESTORATION PROJECT

The construction of a temporary access ramp has been proposed as a modification to construction site access for the Prospect Island Tidal Habitat Restoration Project (Project), in order to connect County Road 107, on top of the Sacramento River Flood Control Project (SRFCP) Yolo Bypass east levee, to an existing private road on top of a Federally authorized DWSC levee (Figure 1-1). The proposed temporary access ramp is on the southwest corner of Assessor's Parcel No. 043-010-004 located on the east bank of the DWSC on the waterside of the SRFCP east levee (Figure 3-1). The property owner, Sreekanth Doddapaneni, has granted a temporary construction right of way to the California Department of Water Resources for construction and use of the ramp and has agreed to suspend any agricultural use until completion of the Project.

2.1 General Construction Methods and Activities

The proposed 700 ft long temporary access ramp would be constructed using approximately 2,500 cu yds of imported fill materials transported by truck that would be graded and compacted in place to form a single 12-ft wide traffic lane extending from County Rd. 107 to the private road shown on Figure 1-1. Assuming a truck can transport 10 cubic yards at a time (the lower end of capacity on most full-sized dump trucks), the imported fill materials would require approximately 250 additional truck trips than previously identified in the 2019 FEIR and would require less than ten (10) construction days to complete. No new construction equipment would be required beyond the equipment previously identified in the 2019 FEIR.

Areas disturbed by the temporary access ramp include 1.43 ac of agricultural land which consists of disturbed, upland, ruderal grassland vegetation similar to what was described in the FEIR:

Upland communities at the Proposed Project site consist of grasslands and former agricultural/cultivated lands. Grassland is composed of non-native or native annual and perennial grasses and forbs (non-grass herbaceous species). Non-native species include ripgut brome (*Bromus diandrus*), wild oats (*Avena fatua*), rye grass (*Festuca perenne*), Bermuda grass (*Cynodon dactylon*), poison hemlock (*Conium maculatum*), fennel (*Foeniculum vulgare*), wild radish (*Raphanus sativus*), milk thistle (*Silybum marianum*), perennial pepperweed (*Lepidium latifolium*) and white

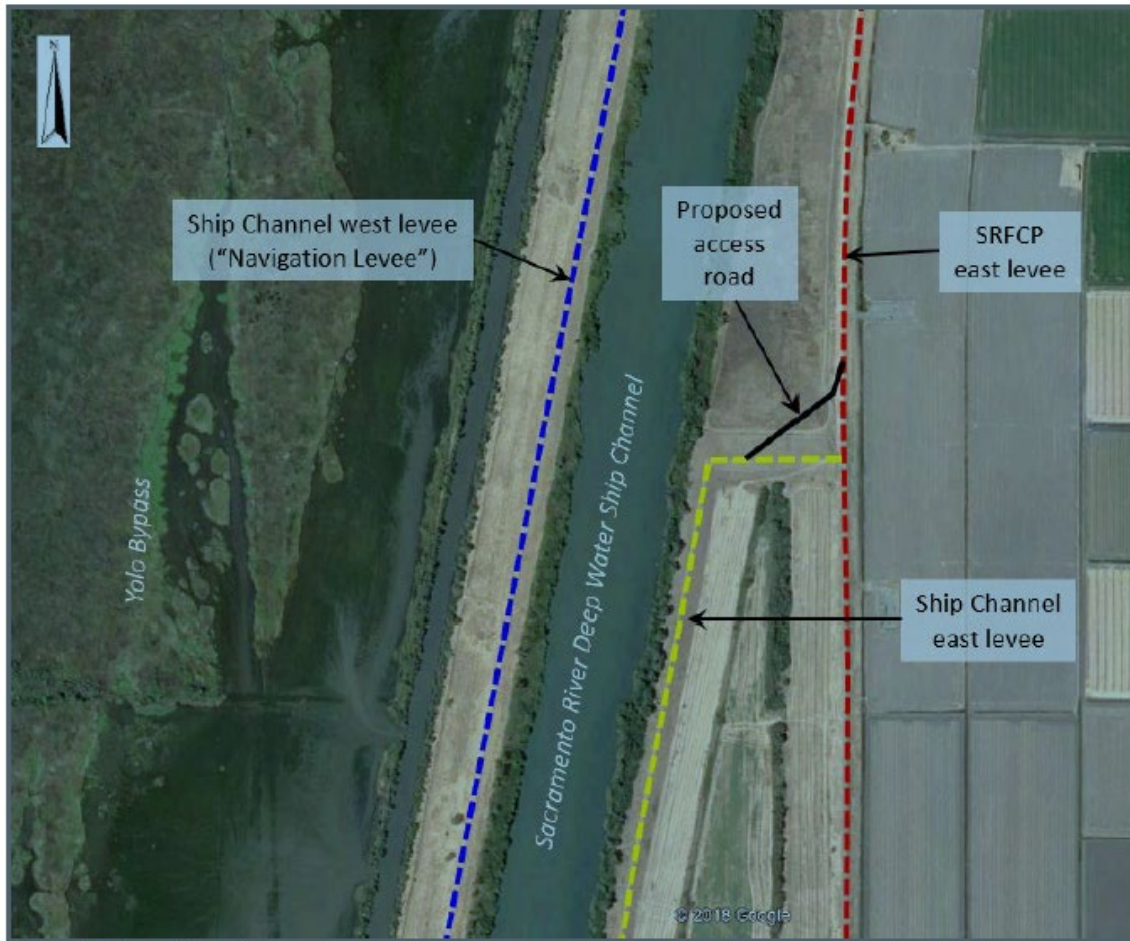
sweetclover (*Melilotus albus*). Native species include western goldenrod (*Euthamia occidentalis*) and mugwort (*Artemisia douglasiana*).

Upland communities generally provide foraging habitat for birds (e.g., whitetailed kite, northern harrier, Swainson's hawk); basking, overwintering, and nesting habitat for reptiles (e.g., giant garter snake); and foraging habitat for mammals (e.g., western red bat). (DWR and CDFW 2019).

Following grading, the graded embankments would be planted with native grasses using hydroseeding. If ramp conditions deteriorate during Project construction, DWR or its construction contractor would implement necessary repairs to maintain the condition of the ramp.

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Figure 3-1. Temporary Access Ramp Location
INSERT SLIPSHEET



2.2 Construction Schedule

Construction of the temporary access ramp is expected to take 2 weeks as part of site preparation. The ramp would be in place for approximately 3 years.

2.3 Ramp Decommissioning

Following Project completion, the temporary access ramp would be removed, and fill material would be re-used onsite for establishment of Project features, levees, and road rehabilitation.

3 SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 Environmental Checklist for Supplemental Review

This section describes the methods used to evaluate the proposed refinements to the Proposed Project. The Environmental Checklist identifies the issues as they were addressed in the 2019 FEIR that are relevant to the proposed refinement. The checklist (Table 3-1) provides each environmental impact analyzed in the 2019 FEIR (e.g., land use, transportation/traffic, and air quality), the effect significance, and associated mitigation measures.

Then Table 3-1 shows the significance determinations with the refined project access route, and compares how the proposed refinement affects the previous findings of environmental impacts with consideration for:

1. whether the proposed refinement to the Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the FEIR in accordance with Section 15162(a)(1) of the CEQA Guidelines;
2. whether changes to the circumstances under which the Project is undertaken have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the 2019 FEIR in accordance with Section 15162(a)(2) of the CEQA Guidelines;
3. whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2019 FEIR was certified as complete, shows additional or substantially more severe significant impacts not discussed in the FEIR; specifically, if the new information shows that (A) the Project would have one or more significant impacts not discussed in the prior environmental documents, or (B) significant impacts previously examined would be substantially more severe than shown in the prior 2019 FEIR requiring preparation of a subsequent or supplemental EIR in accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the CEQA Guidelines.
4. whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2019 FEIR was certified as complete, shows that mitigation measures or alternatives in the 2019 FEIR would now be feasible or identifies new mitigation measures or alternatives not in the 2019 FEIR

that would reduce significant impacts in accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the CEQA Guidelines; specifically, if the new information shows that (A) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant impacts of the Project, but DWR declines to adopt the mitigation measure or alternative or (B) mitigation measures or alternatives which are considerably different from those analyzed in the 2019 FEIR would substantially reduce one or more significant impacts on the environment, but DWR declines to adopt the mitigation measure or alternative, then preparation of a subsequent or supplemental EIR is required. However, if the additional analysis completed as part of this Addendum finds that the mitigation measures and alternatives of the 2019 FEIR remain the same, or additional mitigation measures or alternatives are available and either would be adopted by DWR or would not be necessary, then no supplemental or subsequent EIR is required, making this Addendum the proper environmental documentation for the proposed refinement to the Project.

Table 3-1. Summary of Impacts and Mitigation Measures by Resource Area

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
HYDROLOGY					
3.1-1	Potential changes in agricultural water supply and drainage due to changes in tidal range	LTS	None required	LTS	No
3.1-2	Potential impacts to Sacramento River Flood Control Project and Yolo Bypass Floodway flood conveyance	NI	None required	NI	No
3.1-3	Groundwater seepage impacts from Prospect Island to adjacent areas	LTS	None required	LTS	No
3.1-4	Potential wind-wave erosion of the interior side of Prospect Island levees	LTS	None required	LTS	No
3.1-5	Potential toe-scour and erosion of Miner Slough levees affecting Ryer Island levee stability	LTS	None required	LTS	No
3.1-6	Potential increase in seepage on adjacent lands due to Miner Slough bed scour	LTS	None required	LTS	No
3.1-7	Potential impacts to regional flow resulting in non-compliance with D-1641 flow requirements on the Sacramento River at Rio Vista	NI	None required	NI	No
3.1-8	Potential scour impacting stability of nearby bridges, trestles, culverts or other structures	NI	None required	NI	No
3.1-9	Potential impacts to water rights from diversion of surface water	NI	None required	NI	No
3.1-10	Potential construction related impacts to groundwater supplies and third-party wells	NI	None required	NI	No
WATER QUALITY					
3.2-1	Short-term construction-related water quality impacts	LTSM	Mitigation Measure 3.2-1.1	LTSM	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			A site dewatering plan shall be developed by the construction contractor and submitted to DWR for approval prior to commencement of construction activities. The site dewatering plan shall include items such as the following: 1. Detailed description of work to be performed to control surface water at the Project site. 2. Detailed description of methods, installation and details of the dewatering systems proposed to be used. 3. Drawings showing the detailed layout of dewatering systems including pumps, ditches, berms, discharge lines, Best Management Practices (BMPs), and barriers to shield or divert flow. 4. Supporting design information including design calculations prepared by a California Registered Civil Engineer, type of systems, sizes, capacities, proposed number and layout of pumps, depths, filters, other needed equipment, and power supply. 5. Information related to backup pumping systems, backup power systems, and warning systems to protect against power failure, system failure, and high groundwater. 6. Information related to operation, maintenance, monitoring, removal, decommissioning pumps, and system abandonment procedures.		

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			7. Information related to discharge, including methods to monitor turbidity and water treatment if necessary. 8. Provisions for handling significant rainfall events (greater than 0.5 in predicted in a 24-hour period as described in the Stormwater Pollution Prevention Plan [SWPPP]). This shall also include procedures to be followed prior to the forecasted significant rain events. 9. Provisions for handling emergency situations such as power outages, equipment failures, pumping system shutdowns and the proposed response. 10. Information on schedule and sequencing of dewatering activities. 11. Information on dewatering operations shall be coordinated with other construction operations including placement of compacted soil, removal and placement of pipe, and other miscellaneous items. Mitigation Measure 3.2-1.2 Upland areas of the Project associated with staging activities shall be covered by a Stormwater Pollution Prevention Plan (SWPPP). All contractors working in a capacity that could increase the potential for adverse water quality impacts would receive training regarding the need to minimize impacts. Contractors would also be familiar with general storm water construction-site BMPs		

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			for the protection of water quality. The SWPPP may include, but would not be limited to, the following: 1. Use of vegetated buffers, hay wattles or bales, sandbags, silt screens, or other erosion control measures to intercept runoff from construction, excavation, or staging areas to adjacent waterbodies. 2. BMPs for staging of construction supplies and waste management. Mitigation Measure 3.2-1.3 A Spill Prevention, Control, and Response Plan shall be developed by the construction contractor and submitted to DWR for approval prior to commencement of construction activities. Spill prevention and cleanup kits, equipment, and materials shall always be in close proximity to locations of hazardous materials (e.g., at fueling and staging areas) and conveniently located to allow rapid response. Prior to entering the work site, all field personnel would be informed of the location of the spill prevention and cleanup kits and appropriately trained in spill prevention, hazardous material control, and spill cleanup. The work site would be routinely inspected to verify that the Plan is properly implemented. The Plan would include: 1. A vehicle inspection and fueling plan. 2. BMPs for spill prevention and containment. 3. Locations and uses of spill prevention materials, cleanup kits, and equipment.		

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			4. Qualification and reporting requirements for a federal reportable spill (CFR, Title 40, Section 110) including contact information for the RWQCB and the California Department of Toxic Substances Control (DTSC).		
3.2-2	Short-term construction-related increases in turbidity and/or mobilization of contaminants from dredging and excavation of levee breaches	LTSM	Mitigation Measure 3.2-2.1 1. Appropriate turbidity control measures (e.g., silt curtains) shall be required during all dredging operations. Selection of appropriate turbidity control measures would consider tidal forces in Miner Slough and would be designed to be robust and effective. Turbidity measures would be in place 1–2 days prior to commencement of dredging operations and would be positioned slightly above the bottom sediments allowing aquatic species to escape entrapment. 2. The cycle time of the ascending loaded dredging bucket shall be limited to a velocity that reduces the potential to wash sediment out of the bucket. 3. The number of bites performed per cycle shall be limited to one to reduce sediment re-suspension from opening and closing the dredging bucket.	LTSM	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.2-3	Short-term construction-related effects from application of aquatic herbicides	LTSM	Mitigation Measure 3.2-3.1 Best Management Practices (BMPs) shall be employed in order to minimize potential impacts to water quality from accidental spills. All contractors working shall receive training regarding the need to minimize impacts. Contractors shall be experienced and compliant in the environmentally safe application of herbicides. BMPs shall include, but not be limited to, the following: 1. Areas for storage, mixing, and loading of herbicides shall be located where accidental spills to nearby waterbodies cannot occur. 2. Applicators shall be trained in proper spill response, and rapidly report any spill to the appropriate agencies. 3. Applicators shall maintain on-site (near herbicide storage and loading equipment) appropriate initial spill-response items (e.g., absorbent materials). Mitigation Measure 3.2-3.2 In order to minimize off-target spray drift and impacts to water quality from herbicide application, aerial pesticide application by helicopter shall be preferred (over fixed wing aircraft). In addition, all appropriate, standard BMPs for aerial application of pesticides shall be followed, including but not limited to, the following: 1. Applicators shall develop an application plan--including maps of the Project site showing general spotter and flight plans with application areas clearly indicated--to be approved by the	LTSM	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			Lead Agency, before any application of herbicides. - Applicators shall adhere strictly to proper mixing and application guidelines as presented on herbicide labels and in product instructions. - Application of herbicides on levee vegetation shall not take place by air and otherwise avoided unless necessary, when it would be executed using spot application techniques. - Herbicide application by air shall only take place during the in-water work window from July 1 to October 31 of any one year, in order to reduce potential impacts to migrating fish species of concern. - Applicators shall maintain records of herbicide applications—including dates, times, weather conditions, amount of herbicide applied, problems experienced, etc.—in addition to or as required by federal, state, and/or local agencies. - Spraying shall at all times be halted when flying over levees, adjacent waterbodies (e.g., Miner Slough, DWSC), and agricultural fields. - Aerial application would occur only during light winds, non-gusty, relatively cool weather conditions. - Application would involve the use of appropriate spray nozzles, nozzle configurations, and nozzle orientations that minimize atomization of		

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			herbicide mixtures and production of fine droplets that tend to drift. 9. Herbicide tanks would not be operated at excessively high pressures. 10. If conditions require the use of aerial spray by fixed-wing aircraft, pilots shall be instructed to include an appropriate spray buffer (in addition to the width of the levee) where, to the extent possible, no herbicides would be directly applied (subject to overriding safety concerns).		
3.2-4	Short-term construction-related effects on water temperature in adjacent waterbodies due to dewatering activities	NI	None required	NI	No
3.2-5	Long-term effects on salinity in waterbodies near Prospect Island	LTS	None required	LTS	No
3.2-6	Long-term effects on water temperature within Prospect Island and in nearby waterbodies	B	None required	B	No
3.2-7	Long-term effects on primary productivity and dissolved organic carbon (DOC) within and near Prospect Island	LTS	None required	LTS	No
3.2-8	Long-term effects on methylmercury production, bioaccumulation, and export	LTS	None required	LTS	No
3.2-9	Long-term effects on groundwater quality	NI	None required	NI	No
AQUATIC BIOLOGICAL RESOURCES					
3.3-1	Short-term loss and degradation of aquatic habitat from construction-related activities	LTS	None required	LTS	No
3.3-2	Long-term conversion and enhancement of aquatic habitat	B	None required	B	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.3-3	Short-term direct construction-related injury or mortality of fish	LTSM	Mitigation Measure 3.3-3.1 Pile driving activities shall be conducted using vibratory hammers, where feasible, to minimize sound attenuation from pile driving activities. If in-water pile driving activities become necessary, underwater sound monitoring shall be performed to ensure that peak sound pressure does not exceed 206 decibels and accumulated sound exposure level does not exceed 187 decibels at 10 meters. If work is performed at a time when special-status fish less than 2 grams are expected near the Project site, accumulated sound exposure levels shall not exceed 183 decibels at 10 meters. Underwater sound reduction measures shall be implemented as needed to ensure that sound levels do not exceed the above thresholds. Sound reduction measures may include impact cushions, pipe caissons, bubble curtains, fabric barriers, and limiting operational hours and impact frequency. Mitigation Measure 3.3-3.2 DWR shall consult with CDFW and USFWS before conducting any in-water work during the month of July. DWR shall determine the extent of Delta Smelt presence in the CSC and Miner Slough by evaluating catch and distribution data from CDFW's 20 mm Survey¹ and	LTSM	No

¹ The 20 mm Survey is an annual survey conducted by CDFW that monitors post-larval to juvenile Delta Smelt throughout the Delta from March through July. Surveys run every two weeks and include stations in Cache Slough, Lindsey Slough, the DWSC, and Miner Slough.

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			Summer Townet Survey². The results shall be sent to USFWS and CDFW representatives to determine the extent of allowable in-water work. 20 mm Survey Stations 724 and 726 are located in Miner Slough at the lower and upper ends of Prospect Island and shall be used to determine Delta Smelt abundance in Miner Slough during July construction activities. Summer Townet Survey Station 715, just downstream of Miner Slough in Cache Slough; Station 723, just upstream from Miner Slough in the DWSC; and Station 716, just upstream from Miner Slough in Lindsey Slough, shall be used to determine Delta Smelt abundance in the vicinity of Miner Slough when the 20 mm Survey is not active.		
3.3-4	Short-term construction-related noise impediments to fish migration	LTSM	Mitigation Measure 3.3-3.1 (described above in Aquatic Biological Resources)	LTSM	No
3.3-5	Short-term impairment of essential fish behaviors due to potential increases in turbidity during underwater sediment sampling activities	Impact deleted as sampling is complete	None required	Impact deleted as sampling is complete	No
3.3-6	Short-term impairment of essential fish behaviors due to construction-related increases in turbidity	LTSM	Mitigation Measure 3.2-2.1 (described above in Water Quality)	LTSM	No

² The Summer Townet Survey is an annual survey that monitors young of the year fish throughout the Delta from June through August. Surveys run every two weeks and include stations in Cache Slough, Lindsey Slough, and the DWSC.

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.3-7	Short-term fish injury or mortality during dewatering	LTSM	Mitigation Measure 3.3-7.1: To minimize mortality due to the dewatering process, a Fish Rescue Plan shall be prepared by DWR for approval by state and federal fish agencies (CDFW, USFWS, NMFS). Development of the Fish Rescue Plan shall include consideration of numerous sampling methods (seines, electrofishing, traps) and events, performed during and potentially after initial site dewatering. Fish would be captured alive and transported to nearby suitable habitat for release. The fish rescue would occur under the direction of CDFW.	LTSM	No
3.3-8	Fish Injury or mortality due to herbicide application	NI	None required	NI	No
3.3-9	Post-construction increased predation on native fish	LTS	None required	LTS	No
3.3-10	Long-term impacts to fish in Prospect Island and adjacent water bodies from changes in water temperature	B	None required	B	No
3.3-11	Altered habitat and food web from invasion by Asian Clam	LTS	None required	LTS	No
3.3-12	Food web impacts from increased levels of methylmercury bioaccumulation	LTS	None required	LTS	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
WETLAND AND TERRESTRIAL BIOLOGICAL RESOURCES					
3.4-1	Short-term impacts to perennial aquatic habitats and wetland communities from site preparation	SU	None	SU	No
3.4-2	Short-term impacts to tidal aquatic habitats and wetland communities from dredging in the Miner Slough spur channel	NI	None required	NI	No
3.4-3	Short-term loss of valley/foothill riparian habitat	LTSM	Mitigation Measure 3.4-3.1 Potential short-term impacts to individual high value trees for nesting and roosting would be minimized during final design by avoidance and protection measures, as specified in Mitigation Measures 3.4-14.1 and 3.4-17.1. A map of high value trees for nesting to be protected will be made available to on-site construction management.	LTSM	No
3.4-4	Short-term construction-related mortality or detrimental effects to sensitive plants	LTSM	Mitigation Measure 3.4-4.1 Mitigation shall include conducting pre-construction surveys for special-status plants. If special-status plants are found within the affected footprint, preservation methods such as transplantation, salvage, or seed collection and dispersal would be considered and shall be implemented if deemed necessary to avoid a significant impact to the local population through consultation with CDFW. Herbicide application practices shall include following all application recommendations for the herbicide to be applied, and refraining from applying product under wind conditions which would increase the likelihood for drift.	LTSM	No
3.4-5	Long-term conversion of perennial aquatic habitats and wetland communities to tidal habitat types	LTS	None required	LTS	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.4-6	Long-term loss of valley/foothill riparian habitat	LTSM	Mitigation Measure 3.4-3.1 (described above in Wetland and Terrestrial Biological Resources)	LTSM	No
3.4-7	Reduction in available habitat for special-status plant species adapted to existing conditions	LTS	None required	LTS	No
3.4-8	Short-term construction-related impacts to valley elderberry longhorn beetle	LTSM	Mitigation Measures 3.2-3.1 and 3.2-3.2 (described above in Water Quality)	LTSM	No
3.4-9	Long-term impacts to valley elderberry longhorn beetle	NI	None required	NI	No
N3.4-10	Short-term construction-related injury or mortality and loss of habitat for giant garter snakes	LTSM	Mitigation Measure 3.4-10.1 This mitigation measure includes the following: 1. Require construction personnel to receive USFWS and CDFW-approved worker environmental awareness training to recognize giant garter snake and its habitat. 2. Install exclusion fencing around all staging areas. 3. Survey the site at least 24 hours prior to the initiation of ground-disturbing activities in suitable giant garter snake habitat. This survey shall be conducted by a USFWS and CDFW-approved biologist in suitable giant garter snake habitat. Surveys shall be repeated if a lapse in construction activity of two weeks or greater occurs. If giant garter snake is encountered during ground-disturbing activities, activities at that specific location shall cease until appropriate corrective measures, in concurrence with USFWS and CDFW coordination, have been completed or it has been determined that individual giant	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			garter snakes would not be harmed. Sightings shall be reported to USFWS and CDFW. 4. Implement ground disturbing construction activity within giant garter snake habitat between May 1 and October 1. This is the active period for giant garter snake and direct mortality is lessened, because giant garter snakes are expected to actively move and avoid danger. DWR would contact the USFWS and CDFW to determine if additional measures are necessary to minimize and avoid take for work between October 2 and April 30. 5. Vehicle speeds shall not exceed 15 miles per hour (MPH) to avoid hitting giant garter snakes and other special-status wildlife. 6. Remove temporary fill and construction debris after construction completion, and, wherever feasible, restore disturbed areas to pre- Project conditions.		
3.4-11	Long-term conversion of giant garter snake habitat	LTS	None required	LTS	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.4-12	Short-term construction-related habitat loss and injury or mortality of individual western pond turtles	LTSM	Mitigation Measure 3.4-12.1 Prior to implementing restoration activities and/or scheduled dewatering, a qualified biologist would survey areas in or adjacent to suitable western pond turtle aquatic habitat. Western pond turtles found in harm's way would be moved by a qualified biologist to a safe location outside of the work area in a manner consistent with applicable CDFW regulations. A qualified biologist would conduct periodic monitoring of suitable western pond turtle aquatic habitat until ground-disturbing/dewatering activities have ceased in those areas. Mitigation Measure 3.2-1.2 (described above in Water Quality)	LTSM	No
3.4-13	Long-term conversion of western pond turtle habitat	B	None required	B	No
3.4-14	Short-term, construction-related injury or mortality, take of nests, and loss of nesting and foraging habitat of special-status and migratory birds	LTSM	Mitigation Measure 3.4-14.1 In order to minimize potential construction related impacts to special-status and migratory birds over the construction period, this mitigation measure includes the following: 1. Site preparation and construction activities should take place outside of nesting season (February 15–August 15) to avoid take via disturbance or destruction of nests or mortality of individuals. If work begins before this period and continues uninterrupted throughout the nesting season, the consistent disturbance may deter birds from nesting at the site and prevent take.	LTSM	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			2. If work must take place during March 15 – August 15, a pre-construction survey would be conducted within 14 days prior to the initiation of construction activity by a qualified biologist to identify nesting Swainson’s Hawks within 0.5 mi of the construction footprint. If active Swainson’s Hawk nests are found, appropriate non-disturbance buffers and avoidance measures would be developed in coordination with CDFW to avoid disturbance of nesting Swainson’s Hawks based on individual bird behavior and construction-related disturbance that occurs. Surveys shall be repeated if a lapse in construction of 14 days or greater occurs. Surveys would be repeated annually if work takes place during subsequent nesting seasons. 3. If work must take place during April 1–August 31, a pre-construction survey would be conducted within 14 days prior to the initiation of construction activity to identify nesting raptors within 500 ft, and other nesting birds within 100 ft of the construction footprint. Appropriate non-disturbance buffers would be established until nestlings have fledged. Surveys shall be repeated if a lapse in construction of 14 days or greater occurs during the nesting season. Surveys would be repeated annually if work takes place during subsequent nesting seasons. 4. If work must take place during March 15–August 15 and use of non-disturbance buffers is		

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			infeasible, a qualified biologist shall be on-site to monitor active nests. Monitoring requirements would be established in coordination with CDFW. Monitors would have authority to stop work if it appears that Swainson's Hawk nests are disturbed by construction activity, and CDFW would be contacted for further guidance. 5. Remove or trim the minimal number of trees to satisfy the Project design. Trimming and removal would take place August 15 to February 15, outside of nesting season. 6. If construction activity results in take of individual birds or their nests, appropriate mitigation would be determined in coordination with CDFW. 7. Vehicle speed limits shall not exceed 15 MPH to avoid striking birds. 8. Remove temporary fill and construction debris after construction completion, and, wherever feasible, restore disturbed areas to pre-project conditions. Mitigation Measure 3.4-3.1 (described above in Wetland and Terrestrial Biological Resources)		
3.4-15	Long-term conversion of nesting and foraging habitat for special-status and migratory birds	LTSM	Mitigation Measure 3.4-3.1 (described above in Wetland and Terrestrial Biological Resources)	LTSM	No
3.4-16	Post-construction conversion to tidal habitat suitable for foraging migratory birds	B	None required	B	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.4-17	Short-term, construction-related injury or mortality and loss of roosting and foraging habitat for western red bats	LTSM	Mitigation Measure 3.4-17.1 In order to minimize potential construction related impacts to western red bats over the construction period, this mitigation measure includes the following: 1. Confine clearing of vegetation to only those areas necessary to facilitate construction activities and no greater. 2. A pre-construction survey shall be conducted by a qualified biologist to identify roosting western red bats during the maternity season (May through August). If roosting bats are present, construction activities that involve the removal of mature riparian trees, snags, and remnant structures suitable for roosting shall be timed to avoid bat maternity season (May through August). 3. Wherever feasible the Project design and implementation would avoid potential roosting habitat especially large mature trees like cottonwood and sycamore. 4. Coordinate with CDFW on measures to minimize impacts to individuals. Mitigation Measure 3.4-3.1 (described above in Wetland and Terrestrial Biological Resources)	LTSM	No
3.4-18	Long-term removal of western red bat roosting and foraging habitat	LTSM	Mitigation Measure 3.4-3.1 (described above in Wetland and Terrestrial Biological Resources)	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
GEOLOGY AND SOILS					
3.5-1	Long-term effect on exposure of people and structures to seismic- and landslide-related hazards	B	None required	B	No
3.5-2	Long-term effect on sediment deposition and erosion in Prospect Island	B	None required	B	No
HAZARDS AND HAZARDOUS MATERIALS					
3.6-1	Potential effects from abandoned gas wells	LTSM	Mitigation Measure 3.6-1.1 Final construction plans shall be revised to avoid existing conflicts between grading and excavation areas and well locations. Once site dewatering is complete and prior to construction work, a geophysical survey shall be conducted to confirm locations of all known abandoned gas wells (DOGGR 2014), which shall be marked and avoided during construction. Also prior to construction, DWR shall file an application under the DOGGR Well Review Program and the site would be inspected.	LTSM	No
3.6-2	Potential effects from contaminant migration via existing groundwater monitoring wells	LTSM	Mitigation Measure 3.6-2.1 The Project design shall incorporate the groundwater monitoring well locations into the grading and access plans and design any construction at those locations to avoid adversely affecting the wells. If any of the existing groundwater wells are located at planned breach sites, they shall be properly destroyed and capped. Wells shall be avoided or properly destroyed and/or replaced as required by Section 13750 through 13755 (Article 2, Chapter 7, Division 7) of the California Water Code.	LTSM	No
3.6-3	Potential mobilization of contaminants from levee breaching and/or sediment dredging and re-use	LTS	None required	LTS	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
3.6-4	Hazards associated with the Prospect Island houses on the north property	B	None required	B	No
3.6-5	Potential hazards associated with the abandoned house on the south property	B	None required	B	No
3.6-6	Potential soil or water contamination from on-site equipment storage and fueling	LTSM	Mitigation Measure 3.6-6.1 DWR's standard construction contract Section 01570 requires contractors to conduct fueling and lubrication of equipment in a manner that affords maximum protection against spills and evaporation. Consistent with this standard, the contractor for the Project shall be required to prepare an environmental protection plan, which shall include spill control and contaminant prevention components. The contractor shall be required to have spill kits on-site and to clean up any spill as soon as reasonably possible.	LTSM	No
3.6-7	Potential effects on human health due to the short-term use of aquatic-approved herbicides prior to site construction	LTSM	Mitigation Measure 3.6-7.1 Herbicides shall be applied under the supervision of a certified pesticide applicator. Certified pesticide applicators are trained to ensure that algaecides and aquatic herbicides are applied at rates consistent with label requirements and in a manner that avoids potential adverse effects including, effects to human health. Prior to herbicide application, DWR or its contractor will obtain all relevant permits required by the federal, state, and local agencies.	LTSM	No
3.6-8	Potential effects on human health due to changes in the extent of mosquito breeding habitat	B	None required	B	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
AIR QUALITY					
3.7-1	Generation of criteria pollutant emissions that could contribute to air quality violations	LTSM	Mitigation Measure 3.7-1.1 The Project contractors shall implement the techniques listed in Table 3.7-8 in the FEIR, to reduce impacts of ozone precursors such as NO_x and ROG, and PM₁₀ and PM_{2.5} emissions. Mitigation Measure 3.7-1.2 Section 6.1 of the YSAQMD CEQA Handbook (YSAQMD 2007) presents a list of feasible measures to control fugitive dust from construction-sites. Common techniques for controlling dust (PM₁₀) focus on minimizing dispersal of earth materials during excavation, transport, and disposal activities. Watering and covering (e.g., tarps, surfactants, and vegetation) are frequently relied on to minimize dust at construction-sites. The Project contractors shall implement the following techniques for controlling dust (Table 3.7-9). The implementation details of these techniques shall be adjusted based on field conditions. Mitigation Measure 3.7-1.3 DWR and/or its contractor shall monitor construction activities throughout the construction period and pay an off-site mitigation fee. Construction activities data will be collected, emissions associated with construction activities will be calculated, and these data will be reported to Yolo Solano Air Quality Management District (YSAQMD). The specific details of construction monitoring and reporting will be determined in consultation with the YSAQMD. Construction activities	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			data will include, but are not limited to the following items: 1. Barges – distance traveled by loaded and unloaded vessels, horsepower, idling time, fuel use and fuel type. 2. Construction equipment – type and number, horsepower, hours of operation. 3. Haul trucks (heavy-duty trucks) – number of trips, and total trip distance. 4. Construction workers—number of construction workers per day. YSAQMD shall collect the construction activity and emissions reports for record keeping and monitoring purposes. The total offset mitigation fee will be calculated based on actual construction activities. DWR will work in coordination with YSAQMD to assess the specific mechanisms associated with construction monitoring, emission calculations, and payment logistics.		
3.7-2	Conflict with or obstruct applicable general plans or regional air quality plans	LTSM	Mitigation Measures 3.7-1.1 and 3.7-1.3 (described above)	LTSM	No
3.7-3	Expose sensitive receptors to air pollutants and cause higher health risks	LTS	None required	LTS	No
3.7-4	Expose sensitive receptors to objectionable odors	LTS	None required	LTS	No
GREENHOUSE GASES					
3.8-1	Proposed Project-related greenhouse gas emissions	LTS	None required	LTS	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
MINERAL RESOURCES					
3.9-1	Loss of a known mineral resource that would be of value to the region and residents of the state	NI	None required	NI	No
3.9-2	Loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan	NI	None required	NI	No
NOISE					
3.10-1	Potential for short-term noise disturbance to nearby residents	LTSM	Mitigation Measure 3.10-1.1 The following mitigation measure would reduce the noise impact to residences in the Project area to a less-than-significant level: 1. The construction contractor shall locate stationary noise sources as far from existing residences as possible. 2. The DWR shall identify a disturbance coordinator, and the name and phone number of this person shall be conspicuously be posted at the Project site in an area that can be accessed by the general public. If noise complaints are received, the disturbance coordinator shall respond to the complaints and shall take the steps necessary to mitigate the problem.	LTSM	No
3.10-2	Potential for long-term increases in ambient noise levels in the Proposed Project vicinity	LTS	None required	LTS	No
3.10-3	Potential for sensitive receptors to be exposed to excessive ground-borne vibrations during construction-related activities	NI	None required	NI	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
AESTHETICS					
3.11-1	Temporary change in views during construction	LTS	None required	LTS	No
3.11-2	Long-term change in views from State Route 84	LTS	None required	LTS	No
3.11-3	Long-term change in views from Arrowhead Harbor Marina	LTS	None required	LTS	No
3.11-4	Long-term change in views from boats in Miner Slough	LTS	None required	LTS	No
3.11-5	Long-term change in views from boats in the Deep Water Ship Channel	LTS	None required	LTS	No
3.11-6	Long-term change in views from nearby residences	LTS	None required	LTS	No
3.11-7	Long-term light and glare	NI	None required	NI	No
AGRICULTURAL RESOURCES					
3.12-1	Loss or conversion of prime, unique, or important agricultural lands	LTS	None required	LTS	No
3.12-2	Conflicts with Williamson Act contracted lands	NI	None required	NI	No
3.12-3	Potential effects to agricultural uses on adjacent lands	LTS	None required	LTS	No
CULTURAL RESOURCES					
3.13-1	Impacts to historical resources on land	NI	None required	NI	No
3.13-2	Inadvertent discovery of a shipwreck during in-water construction	LTSM	Mitigation Measure 3.13-2.1 The title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the state and under the jurisdiction of the CSLC (PRC Section 6313[a]). In the case of an inadvertent discovery of a submerged shipwreck or related artifacts, all work must	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			cease in the immediate vicinity of the find and DWR cultural resources staff and the USACE archaeologist shall be notified immediately in order to initiate consultation with the CSLC staff within two business days of such discovery pursuant to CFR Title 36 <i>Parks, Forests, and Public Property</i>, Chapter VIII <i>Advisory Council on Historic Preservation</i>, Part 800.13 (b)(3). PRC 6313 (c) states any submerged historic resource remaining in state waters for more than 50 years shall be presumed to be archaeologically or historically significant. If the DWR and U.S. Army Corps of Engineers (USACE) archaeologist, in consultation with the CSLC staff, determine that a historical resource may be present within the Project site, DWR shall retain the services of a qualified maritime archaeological consultant. The maritime archaeological consultant would recommend whether the discovery is an historical/archaeological resource that retains sufficient integrity and is of potential historical or scientific significance. The maritime archaeological consultant also would recommend as to what action, if any, is warranted and would document all recommendations in writing. Based on this information, the USACE, in consultation with the CSLC, may require additional measures to be implemented by DWR. Measures might include preservation <i>in situ</i> of the historical resource or a data recovery program. The Project maritime archaeological consultant shall submit a Final Historical Resources Report to DWR, the USACE,		

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			and the CSLC staff. This report shall include an evaluation of the historical significance, with a description of the archaeological and historical research methods employed in any archaeological data recovery program undertaken.		
3.13-3	Impacts to unknown archaeological resources	LTSM	Mitigation Measure 3.13-3.1 To reduce potential impacts to unknown archaeological resources, the following measures shall be implemented before the start of ground-disturbing activities: 1. An archaeologist shall conduct cultural resources awareness training for contractors and staff prior to the start of construction. 2. If historical or unique archaeological resources are discovered during construction, work must be halted within 100 ft of the find until a qualified archaeologist meeting the Secretary of the Interior's Standards for archaeologists (NPS 1997) visits the site and assess the significance of the resource. Work may continue on other parts of the Project while evaluation and mitigation takes place (CEQA Guidelines Section 15064.5(f)). After the assessment is completed, the archaeologist shall submit a report describing the significance of the discovery with treatment recommendations. If the find is determined to be an historical or unique archaeological resource, time allotment and funding sufficient to allow for implementation of avoidance	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			measures or appropriate mitigation must be available. 3. Should unique archaeological resources be found, the resources shall be treated in compliance with Public Resources Code Section 21083.2. If the Project can be modified to accommodate avoidance, preservation of the resource is preferred. Data recovery of the damaged portion of the resource also shall be performed pursuant to PRC Section 21083.2(d).		
3.13-4	Impacts to unknown human burials	LTSM	Mitigation Measure 3.13-4.1 If human remains are found, such remains are subject to the provisions of California Health and Safety Code Section 7050.5-7055. The requirements and procedures shall be implemented, including immediately stopping work in the vicinity of the find and notification of the Solano County Coroner. The process for notification of the California NAHC and consultation with the individual(s) identified by the NAHC as the “most likely descendant” is set forth in Section 5097.98 of the California Public Resources Code. Work can restart after the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.	LTSM	No
3.13-5	Impacts to paleontological resources	NI	None required	NI	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
LAND USE AND PLANNING/POPULATION AND HOUSING					
3.14-1	Potential conflicts with adjacent land uses	LTS	None required	LTS	No
3.14-2	Potential conflict with plans and policies	NI	None required	NI	No
3.14-3	Population and housing effects	NI	None required	NI	No
PUBLIC SERVICES					
3.15-1	Potential conflict with existing police and fire protection services	LTSM	Mitigation Measures 3.17-1.1 <i>(described below in Transportation and Traffic)</i>	LTSM	No
RECREATION					
3.16-1	Short-term construction-related impacts to recreational boating in Miner Slough and Arrowhead Harbor Marina	LTSM	Mitigation Measure 3.16-1.1 Speed limit zones or channel closure shall be established by DWR during in-water construction along Miner Slough. The construction contractor shall post and distribute notifications at Arrowhead Harbor Marina and other local boating access sites of any scheduled imposition of boating safety speed limits or channel closure 14–30 days in advance of water-based construction work.	LTSM	No
3.16-2	Long-term impacts to recreational boating in Miner Slough and Arrowhead Harbor Marina	LTS	None required	LTS	No
3.16-3	Long-term Impacts on recreational use of Prospect Island	NI	None required	NI	No
3.16-4	Consistency with existing plans	LTS	None required	LTS	No

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
TRANSPORTATION AND TRAFFIC					
3.17-1	Potential Traffic Impacts During Construction	LTSM	Mitigation Measure 3.17-1.1 The construction contractor shall submit a traffic control plan to the California DWR for review and approval that shall limit impacts to affected land owners and businesses. The control plan shall include temporary measures, such as the following: 1. Advance public notification signage at areas that might be affected by traffic going to the Project site prior to the start of construction activities, to alert drivers to pending construction work and traffic restrictions. 2. Notification to Arrowhead Harbor Marina, the Port of West Sacramento, and property owners adjacent to haul routes used for site access during construction, 10 days prior to initiation of construction traffic. 3. Temporary railing, barricades, crash cushions, signage, lighting and flashing lights, pavement markings, and the service of qualified flaggers; all as required to provide for the safe passage of public traffic. 4. Other safety measures as required to control vehicular and pedestrian traffic. Mitigation Measure 3.17-1.2 Before- and after-Project construction an assessment of road surface conditions, and photographic or videographic documentation, will be conducted by DWR and its contractor at the following locations, if used for	LTSM	No

Addendum 1 to the Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report

Impact No.	Impact Title	FEIR Significance	Proposed Mitigation Measures	Significance with Addendum	New Mitigation Measures
			site access during construction: segments of Courtland Road and/or Teal Road, Road 107, Holland Road, as well as the DWSC levee. If local road conditions deteriorate during construction, DWR or its construction contractor will implement necessary repairs to bring the road up to pre-Project construction conditions.		
3.17-2	Potential Long-Term Loss of Access to Miner Slough Levee	LTS	None required	LTS	No
UTILITIES					
3.18-1	Solid waste disposal impacts	LTS	None required	LTS	No
3.18-2	Potential for adverse effects on existing utilities	LTSM	Mitigation Measure 3.18-2.1 In order to reduce the potential for adverse effects to existing utilities, the following actions will be taken by DWR and its contractor prior to any ground disturbing activities: 1. Coordinate with local utility owners to discuss the potential for the existence of underground utilities within the Project area. 2. If utility owners verify the potential for underground utilities, a qualified person shall perform a subsurface survey to identify the exact location of underground utilities within the Project area, so those utilities may be avoided. If the utilities cannot be avoided, they shall be removed in a manner consistent with CalOSHA Title 8, Sections 1539 through 1541.1.	LTSM	No
3.18-3	Potential for adverse effects to easement holders	LTS	None required	LTS	No

Significance abbreviations are: B — *beneficial*; NI — *no impact*; LTS — *less than significant*; LTSM — *less than significant with mitigation*; SU — *significant and unavoidable*.

3.2 Do Proposed Changes Require Major Revisions to the FEIR?

In accordance with Section 15162(a)(1) of the CEQA Guidelines, this section provides an evaluation of whether the proposed refined access route would result in new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the FEIR. Table 3-1 describes all of the environmental impacts that were evaluated in the FEIR, their significance conclusions, and whether or not mitigation measures were required to decrease the effects to less than significant. Table 3-1 also provides the assessment for whether the refinement changes the conclusion in any way and whether new mitigation measures would be required to maintain a conclusion of less than significant adverse impacts.

Most checklist impact assessments would not be changed by the refinement of the access route as the refined access route would have little to no relevance to the environmental impacts assessed, because:

1. the impact relates to resources and activities that occur in or around water or riparian zones and the ramp would not be constructed in water or riparian zones;
2. the impact relates specifically to the geography of the north or south Prospect Island properties and the ramp is located north of the north Prospect Island property on private land;
3. the impact relates to habitat for Valley elderberry long horn beetle and western pond turtle and the ramp location does not include the specified habitat;
4. the impact assessment is for a long-term impact and the road would be a temporary (short-term) impact;
5. The impact would result from ground disturbance and earth moving of native soil, which is not anticipated during ramp construction; or
6. The impact would result from effects to utilities or easements for utilities and no above-ground utilities have been identified and no below ground utilities would be disturbed by construction, use, and decommissioning of the ramp.

The impacts from the FEIR that fall within the above six categories are: Hydrology Impacts 3.1-1 through 3.1-10; Water Quality Impacts 3.2-2 through 3.2-9; Aquatic Biological Resources Impacts 3.3-1 through 3.3-12; Wetland and Terrestrial Biological Resources Impacts 3.4-1 through 3.4-3, 3.4-5, 3.4-6, 3.4-15, and 3.4-16; Geology and Soils Impacts 3.5-1 and 3.5-2; Hazards and Hazardous Materials Impacts 3.6-3, 3.6-4, and 3.6-5 through 3.6-8; Mineral

Resources Impacts 3.9-1 and 3.9-2; Noise Impacts 3.1-2 and 3.10-3; Aesthetics Impacts 3.11-2 through 3.11-7; Cultural Resources Impacts 3.13-2 through 3.13-5, Recreation Impacts 3.16-1 and 3.16-4; Transportation and Traffic Impact 3.17-2; and Utilities Impact 3.18-2 and 3.18-3. These impacts and any mitigation measures are included in Table 3-1 for reference.

Some of the impact assessments are relevant to the refined access route, but the level of significance would be unchanged from the FEIR, particularly with consideration of the same mitigation measures required by the FEIR. These impact assessments are discussed in more detail in Sections 6 through 19.

There were no impact assessments for which the refined access route would result in a change in level of significance either substantially more beneficial or more adverse after mitigation measures are factored in.

3.3 Hydrology

Impact 3.1-2: Potential impacts to Sacramento River Flood Control Project and Yolo Bypass Floodway flood conveyance

The original impact assessment for potential impacts to the SRFCP and Yolo Bypass Floodway flood conveyance is provided in the FEIR on pages 3-27 through 3-28. Refining the access route with a ramp within the levees of the Yolo Bypass would have the potential to affect flood conveyance. However, based on the height of the DWSC west levee at this location (approximately 27 ft NAVD88), a 2019 assessment concluded that the temporary access road is within an isolated portion of the Yolo Bypass floodway that is outside of the effective conveyance area (Appendix A). For this reason, construction of the temporary access ramp would have *no impact* on the conveyance capacity of the SRFCP.

3.4 Water Quality

Impact 3.2-1: Short-term, construction-related water quality impacts

The original impact assessment for short-term, construction related water quality impacts is provided in the FEIR on pages 3-71 through 3-73. Refining the access route with a temporary access ramp through private agricultural land would have similar potential for adverse effects with relation to stormwater run-off and erosion, leaking construction equipment, and accidental spills occurring during site preparation and construction of the Proposed Project could still result in short-term discharges of petroleum-based products to receiving waters. The

access ramp would not add any adverse effects related to dewatering or discharges of salinity, turbidity, or floating materials to receiving waters.

For discharges of pollutants, the FEIR identified three Mitigation Measures 3.2-1.1, 3.2-1.2, and 3.2-1.3 to reduce the potential short-term impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access ramp construction, use, and decommissioning would result in the same impact significance of *less than significant with mitigation*.

3.5 Wetland and Terrestrial Biological Resources

Impact 3.4-4: Short-term, construction-related mortality or detrimental effects to sensitive plants

The original impact assessment for short-term, construction-related mortality or detrimental effects to sensitive plants is provided in the FEIR on page 3-213. Modifying the access route and establishing a temporary ramp through agricultural land has some potential for detrimental effects to sensitive plants, however Special-status plants with the potential to occur within the site are primarily limited to shallow water from 1 ft depth to perennially moist soils which would not be present in the agricultural location of the access road. If herbicides are used to maintain the road free of invasive plants, drift of herbicides used for invasive plant control could negatively affect sensitive plant species via air or water and could be influenced by weather conditions and application methods. Low levels of herbicide drift may not result in direct mortality of plants but could cause developmental and metabolic problems which could lead to increased susceptibility to disease and reduced vigor.

The FEIR identified Mitigation Measure 3.4-4.1 to reduce the potential short-term impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measure during access road preparation, would result in the same impact significance of *less than significant with mitigation*.

Impact 3.4-10: Short-term, construction-related injury or mortality and loss of habitat for giant garter snakes

The original impact assessment for short-term, construction-related injury or mortality and loss of habitat for giant garter snakes is provided in the FEIR on page 3-217 through 3-218. Although giant garter snakes are very unlikely to occur at the site of the temporary access road, the FEIR does identify creating

roads as having the potential to impact giant garter snakes through temporary construction-related direct injury or mortality or loss of habitat.

The FEIR identified Mitigation Measures 3.4-10.1 and 3.2-1.2 to reduce the potential short-term impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access road preparation, use, and decommissioning would result in the same impact significance of *less than significant with mitigation*.

Impact 3.4-14: Short-term, construction-related injury or mortality, take of nests, and loss of nesting and foraging habitat of special-status and migratory birds

The original impact assessment for short-term, construction-related injury or mortality, take of nests, and loss of nesting and foraging habitat of special-status and migratory birds is provided in the FEIR on pages 3-222 through 3-225. Creating roads is one of the site preparation and construction activities identified in the FEIR as potentially resulting in injury or mortality, take of nests, and loss of nesting and foraging habitat of special-status and migratory birds.

The FEIR identified two Mitigation Measures 3.4-3.1 and 3.4-14.1 to reduce the potential short-term impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access road preparation, use, and decommissioning would result in the same impact significance of *less than significant with mitigation*.

Impact 3.4-17: Short-term, construction-related injury or mortality and loss of roosting and foraging habitat for western red bats

The original impact assessment for short-term, construction-related injury or mortality and loss of roosting and foraging habitat for western red bats is provided in the FEIR on pages 3-226 through 3-227. Creating roads is one of the site preparation and construction activities identified in the FEIR as potentially resulting in injury, mortality, and loss of roosting and foraging habitat for western red bats

The FEIR identified two Mitigation Measures 3.4-3.1 and 3.4-17.1 to reduce the potential short-term impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access road preparation and use,

would result in the same impact significance of *less than significant with mitigation*.

3.6 Hazards and Hazardous Materials

Impact 3.6-1: Potential effects from abandoned gas wells

The original impact assessment for potential effects from abandoned gas wells is provided in the FEIR on pages 3-257 through 3-258. Although, no mapped wells are located within the vicinity of the access ramp (DOGGR 2022), it is possible that non-mapped natural gas wells may be encountered during road preparation thereby posing an additional hazard during grading.

The FEIR identified Mitigation Measure 3.6-1.1 to reduce the potential impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measure during access road preparation, would result in the same impact significance of *less than significant with mitigation*.

Impact 3.6-2: Potential effects from contaminant migration via existing groundwater monitoring wells

The original impact assessment for potential effects from contaminant migration via existing monitoring wells is provided in the FEIR on page 3-259. Although there are no mapped monitoring wells in the vicinity of the ramp alignment, modifying the access route and establishing a temporary road has the potential to introduce point and non-point pollution into the groundwater if any undiscovered groundwater monitoring wells are impacted during construction.

The FEIR identified Mitigation Measure 3.6-2.1 to reduce the potential impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measure during access road preparation, would result in the same impact significance of *less than significant with mitigation*.

Impact 3.6-6: Potential soil or water contamination from on-site equipment storage and fueling

The original impact assessment for potential soil or water contamination from on-site equipment storage and fueling is provided in the FEIR on pages 3-262 and 3-263. As with the assessment for the Proposed Project, heavy construction equipment (e.g., bulldozers, excavators, wheel loaders) necessary to move, place, grade, and compact fill at the proposed ramp site may need to be refueled

or maintained on-site. Equipment refueling and maintenance activities could create a potentially significant hazard to the public and/or the environment due to potential fuel spills during routine transport and refueling, or maintenance of construction equipment.

The FEIR identified Mitigation Measure 3.6-6.1 to reduce the potential impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measure during access road preparation and use, would result in the same impact significance of *less than significant with mitigation*.

3.7 Air Quality

Impact 3.7-1: Generation of criteria pollutant emissions that could contribute to air quality violations

The original impact assessment for generation of criteria pollutant emissions that contribute to air quality violations is provided in the FEIR on pages 3-281 through 3-288. Although, modifying the access route and establishing a temporary road through agricultural land adds to the construction activities, this activity would be a minor addition to the already assessed Proposed Project which included creation and use of access roads; therefore, there would be no additional vehicles/heavy equipment used and the number of trips for vehicles/heavy equipment is well within existing contingency estimates for the Proposed Project. Therefore, while there may be a minor increase in pollutant emissions in the first year of construction, the increase is not expected to alter conclusions regarding daily or annual thresholds previously assessed in the FEIR.

Also, the FEIR identified three Mitigation Measures: 3.7-1.1, 3.7-1.2, and 3.7-1.3 to reduce the potential impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access road preparation and use, would result in the same impact significance of *less than significant with mitigation*.

Impact 3.7-2: Conflict with or obstruct applicable general plans or regional air quality plans

The original impact assessment for conflicts with or obstructions to applicable general plans or regional air quality plans is provided in the FEIR on pages 3-288 through 3-289. The already assessed Proposed Project included travel on public roadways and the creation and use of access roads. Modifying the access route and establishing a temporary road through agricultural land adds somewhat to

the already assessed Proposed Project construction activities but is considered a minor addition because the footprint of the ramp is small and occurs on private land that has already been converted to agriculture historically. Additionally, the fill for the ramp and the ramp itself would be placed on top of the earth and no excavation or grading of the existing soil is expected. Therefore, there would not be a significant amount of additional vehicles/heavy equipment use and number of trips for vehicles/heavy equipment that would contribute to emissions of ozone precursors (ROG and NOx) nor would the minor modified construction activity result in substantial population and/or employment opportunities that exceed growth estimates included in applicable general plans or air quality plan.

Also, the FEIR identified two Mitigation Measures: 3.7-1.1 and 3.7-1.3 to reduce the potential impacts to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access road preparation and use, would result in the same impact significance of *less than significant with mitigation*.

Impact 3.7-3: Expose sensitive receptors to air pollutants and cause higher health risks

The original impact assessment for exposure of sensitive receptors to air pollutants causing higher health risks is provided in the FEIR on pages 3-289 through 3-291 as well as emissions modeling provided in Appendix G. Although, modifying the access route and establishing a temporary road through agricultural land adds to the construction activities, this activity would be a minor addition to the already assessed Proposed Project which included creation and use of access roads. Access roads were also considered in the emissions modeling in Appendix G. There would not be additional vehicles/heavy equipment used and the number of trips for vehicles/heavy equipment is well within existing contingency estimates for the Proposed Project. Therefore, the impact significance would remain *less than significant*.

Impact 3.7-4: Expose sensitive receptors to objectionable odors

The original impact assessment for exposure of sensitive receptors to objectionable odors is provided in the FEIR on page 3-291. Like the rest of the Proposed Project, the modified access route is situated in a rural, agricultural environment that is not densely populated with the DWSC and its levee to the west, agricultural fields to the north, east, and south. A farm located in Daisy, CA is within a mile and a few, dispersed rural houses are in the general area. Developing the road, maintenance, and road decommissioning would all be

temporary activities that may result in some emissions from diesel-powered equipment; however, given the low population density of the local area at a distance that would allow dispersal of odor concentration, these activities would not expose a substantial number of people to objectionable concentrations. Therefore, the impact significance would remain *less than significant*.

3.8 Greenhouse Gases

Impact 3.8-1: Proposed Project-related greenhouse gas emissions

The original impact assessment for Proposed Project-related greenhouse gas emissions is provided in the FEIR on pages 3-293 through 3-294 as well as emissions modeling provided in Appendix G. Although, modifying the access route and establishing a temporary road through agricultural land adds to the construction activities, this activity would be a minor addition to the already assessed Proposed Project which included creation and use of access roads. Access roads were also considered in the emissions modeling in Appendix G, therefor emissions are well within existing contingency estimates for the Proposed Project. Therefore, the impact significance would remain *less than significant*.

3.9 Noise

Impact 3.10-1: Potential for short-term noise disturbance to nearby residents

The original impact assessment for potential short-term noise disturbance to nearby residents is provided in the FEIR on pages 3-307 through 3-311. The proposed location for the access ramp is even further from the identified sensitive receptors in the FEIR that would be south of the access ramp location. The ramp is proposed in an agricultural environment, over two miles from Arrowhead Harbor Marina. With the potential exception of a farm located in Daisie, CA, 4,000 ft to the south of the ramp location, there are no residential properties, or other sensitive receptors for several miles to the north, northeast, or the west of the proposed ramp location. The attenuation distance for noise impacts would thus be much greater than that already assessed for construction activities at the Project site, which conservatively considered residences within 100 feet for construction activities.

Nevertheless, like the FEIR, to account for any potentially new sensitive receptors within approximately 100 ft at the time of construction, MM 3.10-1.1

(Table 3-1) would be implemented during construction of the ramp, use, and decommissioning to ensure noise impacts remain *less than significant*.

The FEIR identifies that the Proposed Project would generate off-site noise from haul trucks. The FEIR states that trucks would utilize existing roads and highways, primarily SR-84, Holland Road, Courtland Road and/or Teal Road, and Road 107 during regular working hours (e.g., Monday–Friday during the daylight hours). However, with the addition of the access ramp, haul trucks would use Road 107, the access ramp, and the DWSC levee roads and would limit use of Holland Rd to workforce transportation and smaller vehicles. This route would take haul trucks further from residences at the Arrowhead Harbor Marina and other identified residences in the FEIR resulting in less additional noise while trucks are hauling materials to and from the Proposed Project site then was evaluated in the FEIR and haul trucks would primarily pass agricultural fields instead. Therefore, the impact to residences along access roads would remain *less than significant*.

3.10 Aesthetics

Impact 3.11-1: Temporary change in views during construction

The original impact assessment for temporary change in views during construction is provided in the FEIR on page 3-318. The access ramp would be constructed, maintained temporarily during construction, then restored to pre-construction conditions. The ramp would be constructed in an area dominated by agricultural fields that would be temporarily fallowed during construction per the temporary construction easement with the landowner. The construction and use of the access road during the construction period would change the visual character of the agricultural fields to a construction access road; however, the road would be relatively short, would traverse private property, and would not be visible to the public but for vehicles traveling on County Rd 107. The change in views would be temporary and would be converted back to agricultural fields after the Proposed Project is completed. Construction and use of the roads would occur during daytime hours without the need for artificial lighting. Given the construction activities and road use would be temporary and not prominent from most viewpoints; therefore, this impact would remain *less than significant*.

3.11 Agricultural Resources

Impact 3.12-1: Loss or conversion of prime, unique, or important agricultural resources

The original impact assessment for loss or conversion of prime, unique, or important agricultural resources is provided in the FEIR on page 3-327. The access ramp would be constructed, maintained temporarily during construction, then restored to pre-construction conditions. The ramp would be constructed in an area dominated by agricultural fields that would be temporarily fallowed during construction per the temporary construction easement with the landowner. These agricultural areas are identified as prime agricultural land, but the footprint of the ramp would be limited to 1.43 ac and the ramp would only be in place temporarily, therefore, the conversion of the agricultural land would be limited and temporary so the impact would remain *less than significant*.

Impact 3.12-2: Conflicts with Williamson Act contracted lands

The original impact assessment for conflicts with Williamson Act contracted lands is provided in the FEIR on page 3-328. The proposed access ramp site is not under the Williamson Act contract; therefore, the Proposed Project with the refined access route would remain *no impact* to Williamson Act contracted lands.

Impact 3.12-3: Potential effects to agricultural uses on adjacent lands

The original impact assessment for effects to agricultural uses on adjacent lands is provided in the FEIR on page 3-328. The proposed access ramp would be constructed on private property pursuant to a temporary construction easement with the landowner, therefore it would not significantly adversely affect agricultural uses on lands beyond the private property. The landowner would fallow agricultural uses temporarily during the construction period but would be able to return to agricultural use post-construction, therefore no additional adverse impacts to agricultural uses on adjacent lands is anticipated and overall would remain *less than significant*.

3.12 Cultural Resources

Impact 3.13-1: Impacts to historical resources on land

The original impact assessment for impacts to historical resources on land is provided in the FEIR on page 3-334. There are no historical resources identified on or around the proposed site for the access ramp, therefore there would continue to be *no impact* to historical resources on land accounting for the refined access route.

3.13 Land Use and Planning/Population and Housing

Impact 3.14-1: Potential conflicts with adjacent land uses

The original impact assessment for potential conflicts with adjacent land uses is provided in the FEIR on page 3-345. The ramp would be constructed on private property and would not interfere with land uses on adjacent properties; therefore the impact would remain *less than significant* with the refined access route.

Impact 3.14-2: Potential conflicts with plans and policies

The original impact assessment for potential conflicts with plans and policies is provided in the FEIR on page 3-346. However, the ramp would be constructed, used, and decommissioned in Yolo County and not Solano County, where the rest of the Proposed Project is located. The proposed access ramp would not conflict with the Yolo County General Plan because the ramp would be temporary and the land where the ramp would be placed, and the surrounding area, would maintain its current land use designation for agriculture.

Similarly, the construction, use, and decommissioning of the ramp would be consistent with LURMP policy and recommendations outlined on pages 3-340 and 3-341 of the FEIR, which includes the Legal and regulatory setting section for the resource area 3.14 Land Use and Planning/Population and Housing. That policy and the recommendations are:

- Land Use Policy P-2: Local government General Plans and zoning codes shall continue to strongly promote agriculture as the primary land use in the Primary Zone; recreation land uses shall be supported in appropriate locations and where the recreation uses do not conflict with agricultural land uses or other beneficial uses, such as waterside habitat.
- Land Use Recommendation R-2: Public agencies and non-profit groups have or propose to purchase thousands of acres of agricultural lands to restore to wildlife habitat. The amount, type, and location of land identified to be enhanced for wildlife habitat should be studied by wildlife experts to determine goals for future acquisition and restoration. Lands acquired for wildlife habitat should also be evaluated for recreation, access, research and other needed uses in the Delta. Habitat restoration projects should not adversely impact surrounding agricultural practices. Public-private partnerships in management of public lands should be encouraged. Public

agencies shall provide funds to replace lost tax base when land is removed from private ownership.

- Land Use Recommendation R-3: Multiple use of agricultural lands for commercial agriculture, wildlife habitat, and, if appropriate, recreational use, should be supported, and funding to offset management costs pursued from all possible sources. Public agencies shall provide funds to replace lost tax base when land is removed and private ownership.

Finally, the construction, use, and decommissioning of the ramp would support the implementation of the Proposed Project which is in a site designated by the Delta Plan as being a “Priority Habitat Restoration Area”. The ramp also facilitates the Proposed Project and therefore remains consistent with the following Delta Plan “recommended policies” outlined in the FEIR on pages 3-341 and 3-342:

- **ER R2. Prioritize and Implement Projects that Restore Delta Habitat.** California Department of Fish and Wildlife, California Department of Water Resources, and the Delta Conservancy should prioritize and implement habitat restoration projects in the areas shown on Figure 4-8 of the Delta Plan (DSC 2013). Habitat restoration projects should ensure connections between areas being restored and existing habitat areas and other elements of the landscape needed for the full life cycle of the species that would benefit from the restoration project. Where possible, restoration projects should also emphasize the potential for improving water quality.
- **DP R10: Encourage Wildlife-friendly Farming.** The California Department of Fish and Wildlife, the Delta Conservancy, and other ecosystem restoration agencies should encourage habitat enhancement and wildlife-friendly farming systems on agricultural lands to benefit both the environment and agriculture (DSC 2013).

Therefore, there would continue to be *no impact* with regard to no conflicts with plans and policies when including the refined access route in the Proposed Project.

Impact 3.14-3: Population and housing effects

The original impact assessment for population and housing effects is provided in the FEIR on page 3-346. The proposed access route would not affect population

or housing. No residents would be displaced or added to the site and no residences would be removed or built. Additionally, no impact to local and regional population or housing would occur because employment changes due to the ramp would be limited to the construction period and most workers would likely live in the region. There is no community where the ramp would be placed that would be divided or changed. Therefore, there would continue to be *no impact*.

3.14 Public Services

Impact 3.15-1: Potential conflict with existing police and fire protection

The original impact assessment for potential conflict with existing police and fire protection is provided in the FEIR on page 3-349. The ramp would be constructed on private property and would not result in new housing or commercial uses; therefore, would not generate additional demand for police or fire protection. During construction there would be no change in access, but some additional people (construction workers) would be at the proposed ramp site, who could require police and/or fire protection services.

The FEIR identified Mitigation Measure 3.17-1.1 to reduce the potential conflict with existing police and fire protection to *less than significant* (see Table 3-1). Complying with the same mitigation measure during access ramp preparation and use, would result in the same impact significance of *less than significant with mitigation*.

3.15 Transportation and Traffic

Impact 3.17-1: Potential traffic impacts during construction

The original impact assessment for potential traffic impacts during construction is provided in the FEIR on pages 3-363 through 3-366. Construction, use, and decommissioning of the ramp could affect traffic via transportation of construction equipment and workers accessing the Proposed Project site, and demobilization of equipment once construction is completed. The ramp itself is on private property and should not impede access to agricultural properties beyond what was analyzed in the FEIR for the Proposed Project and use of the ramp may actually decrease the adverse impacts to traffic analyzed in the FEIR by allowing construction traffic to cut through private property decreasing the amount of use of public roads assessed in the FEIR.

Based upon the estimated volume of import fill required for construction of the ramp, approximately 250 additional truck trips would be required. However, because the estimate of 7,840 truck trips previously analyzed (FEIR Table 3-10-3) included a 20% contingency (i.e., 1,568 trips) the additional truck trips are well within the traffic volume previously analyzed.

The FEIR identified Mitigation Measures 3.17-1.1 and 3.17-2 to reduce the potential traffic impacts during construction to *less than significant* (see Table 3-1). Complying with the same mitigation measures during access ramp preparation and use, would result in the same impact significance of *less than significant with mitigation*.

3.16 Utilities

Impact 3.18-1: Solid waste disposal impacts

The original impact assessment for solid waste disposal impacts is provided in the FEIR on pages 3-373 through 3-374. No cleared materials that would go to solid waste are anticipated during construction of the ramp, but if any debris or materials are encountered that may be hazardous, then they would be hauled offsite to a landfill that would accommodate those materials. Four local landfills are identified in the FEIR in Section 3.18.1 *Utilities – Setting* that could accommodate the access ramp solid waste disposal needs (i.e., Recology Hay Road Landfill, Vacaville; Potrero Hills Landfill, Suisun City; L and D Landfill and Material Recovery Facility, Sacramento; Yolo County Central Landfill, Woodland) and therefore the impact would remain *less than significant*.

4 CONCLUSION

The result of this analysis demonstrates that the refinement in construction site access for the Prospect Island Tidal Habitat Restoration Project to a temporary access ramp through private property does not meet any of the criteria in Section 15162 of the State CEQA Guidelines for preparation of a subsequent EIR and does meet the criteria of Section 15164 of the State CEQA Guidelines for preparation of an EIR Addendum. The FEIR (DWR and CDFW 2019), supplemented by this Addendum, is complete, accurate, and adequate to meet the requirements of CEQA and the State CEQA Guidelines.

5 REFERENCES

California Department of Water Resources and California Department of Fish and Wildlife. 2019. Prospect Island Tidal Habitat Restoration Project Final Environmental Impact Report. Prepared by DWR, Fish Restoration Program, Division of Environmental Services, West Sacramento, CA and CDFW, Fish Restoration Program, Bay Delta Region (Region 3), Stockton, CA.

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Appendices

Appendix A

Encroachment Evaluation for Proposed Access Road for Prospect Island Habitat Restoration



Water Resources ♦ Flood Control ♦ Water Rights

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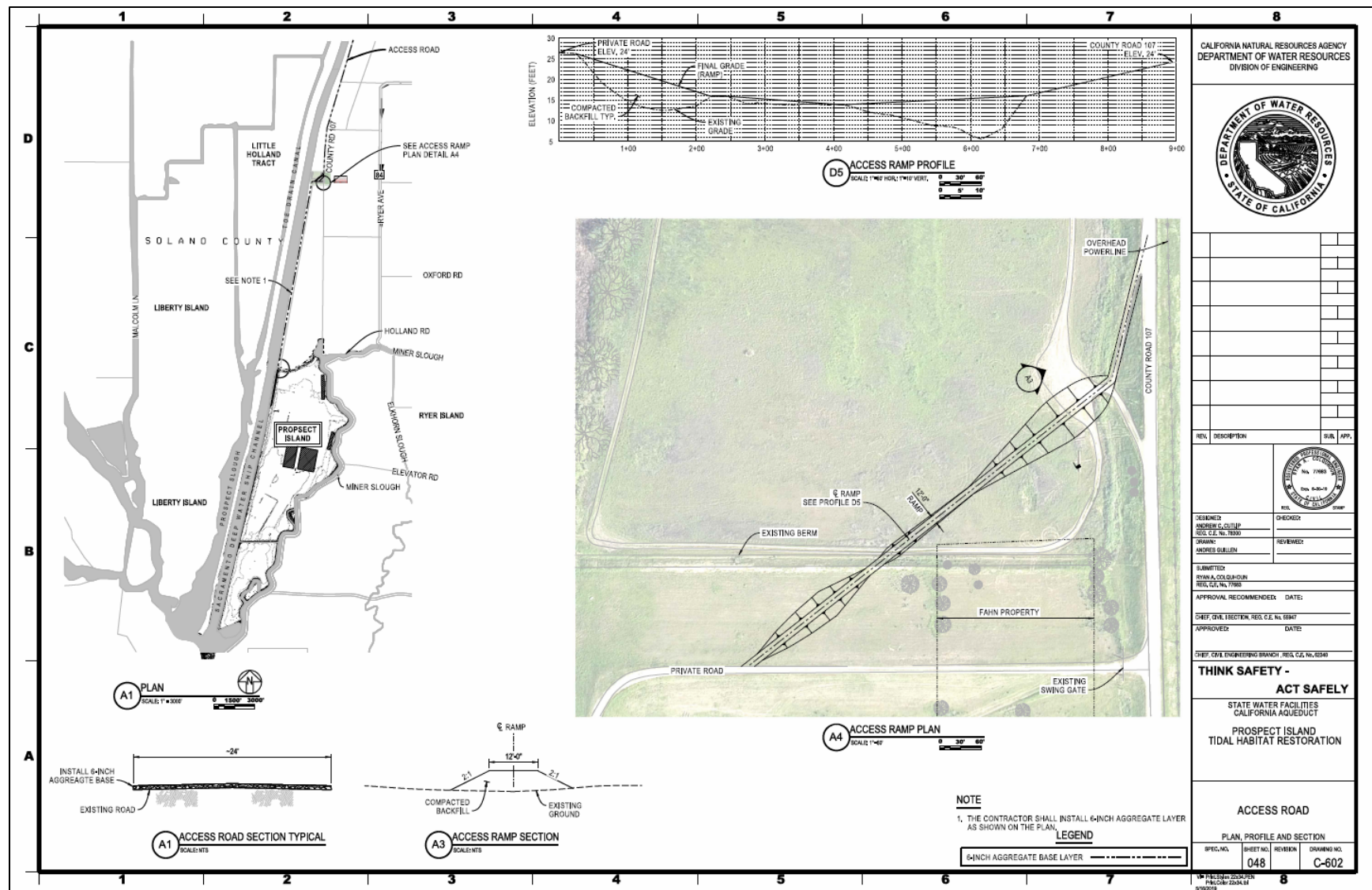
MEMORANDUM

DATE: October 22, 2019
TO: Noah Hume, Stillwater Sciences
PREPARED BY: Michael Archer, P.E., MBK Engineers
SUBJECT: Encroachment Evaluation for Proposed Access Road for Prospect Island Tidal Habitat Restoration

The construction of a temporary access road has been proposed as part of the Prospect Island Tidal Habitat Restoration project, in order to connect County Road 107, on top of the Sacramento River Flood Control Project (SRFCP) Yolo Bypass east levee, to an existing (private) road on top of a Federally authorized Sacramento River Deep Water Ship Channel (Ship Channel) Project levee (see Figure 1). The proposed temporary access road is located on the east bank of the Ship Channel on the waterside of the SRFCP east levee (see Figure 2). Construction of the temporary access road would require placement of fill on the waterside of a SRFCP levee. This memorandum presents an evaluation of the potential effects of the fill encroachment on the U.S. Army Corps of Engineers (USACE) authorized design flood plane.

The site of the proposed access road is located within the levees of the Ship Channel. The west levee of the Ship Channel, which is also referred to as the navigation levee, hydraulically separates the Ship Channel from the Yolo Bypass floodway. The navigation levee also serves as the east levee of the Yolo Bypass. The design flood plane elevations for the Ship Channel are specified in the *Operation and Maintenance Manual for Channel and Levees Sacramento River Deep Water Ship Channel Project*, USACE Sacramento District, May 1963. The design flood plane elevation at the access road site is 17.0 feet (NAVD88). The design flood plane for the Yolo Bypass (1957 Profile) at the latitude of the access road project is 20.7 feet (NAVD88).

The access road is located immediately to the north of and adjacent to the Ship Channel east levee, as shown in Figure 2. From a hydraulics perspective, the effective conveyance area in the Ship Channel at the site of the access road is dictated by the cross section that includes the Ship Channel east levee, as shown in Figures 3 and 4. The placement of fill for the temporary access road is outside of the effective conveyance area, and would therefore have no effect on the conveyance capacity of the SRFCP. In other words, the proposed fill does not encroach on the SRFCP conveyance area, and would therefore have a percent blockage equal to zero.



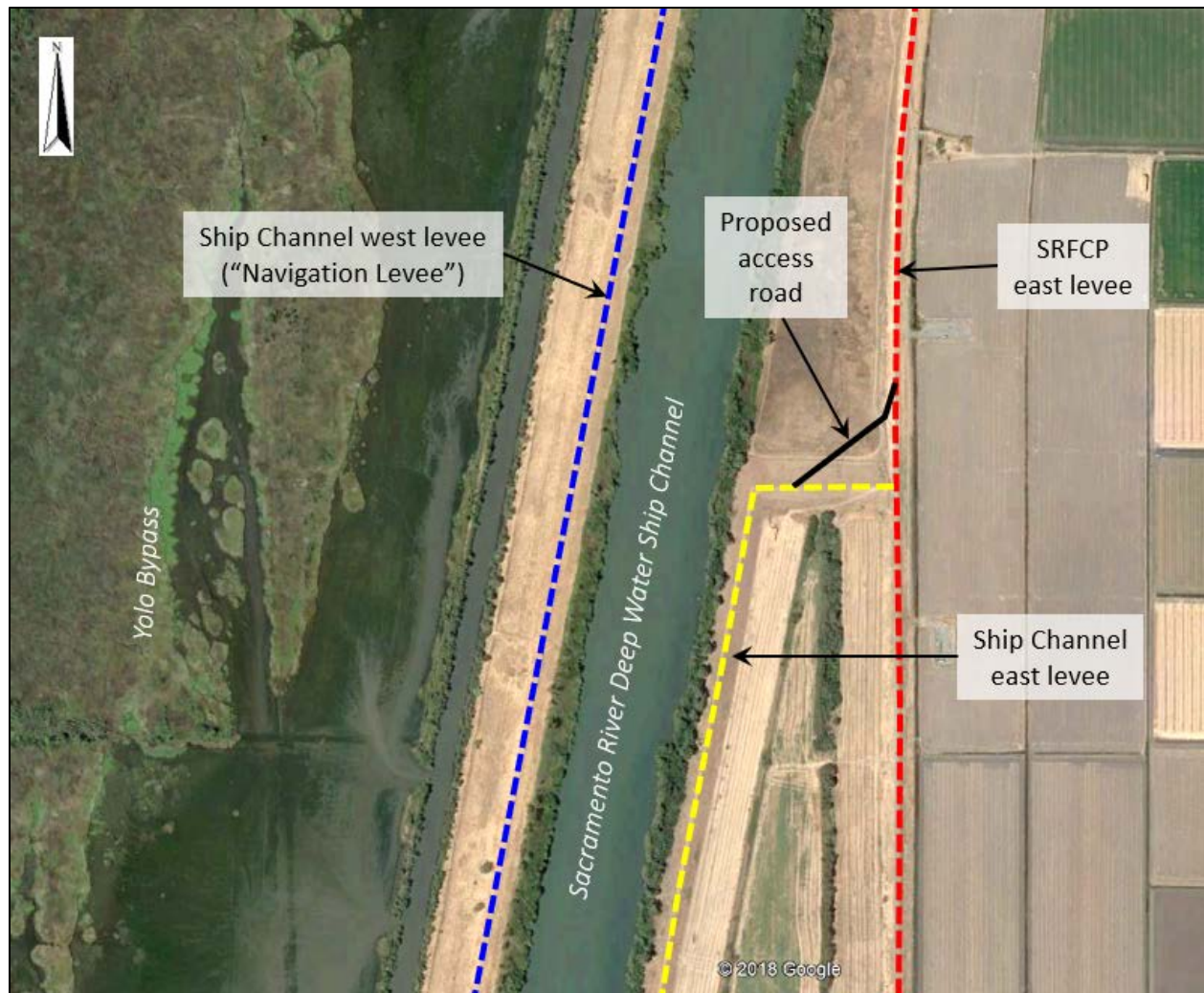


Figure 2. Project Area Levees

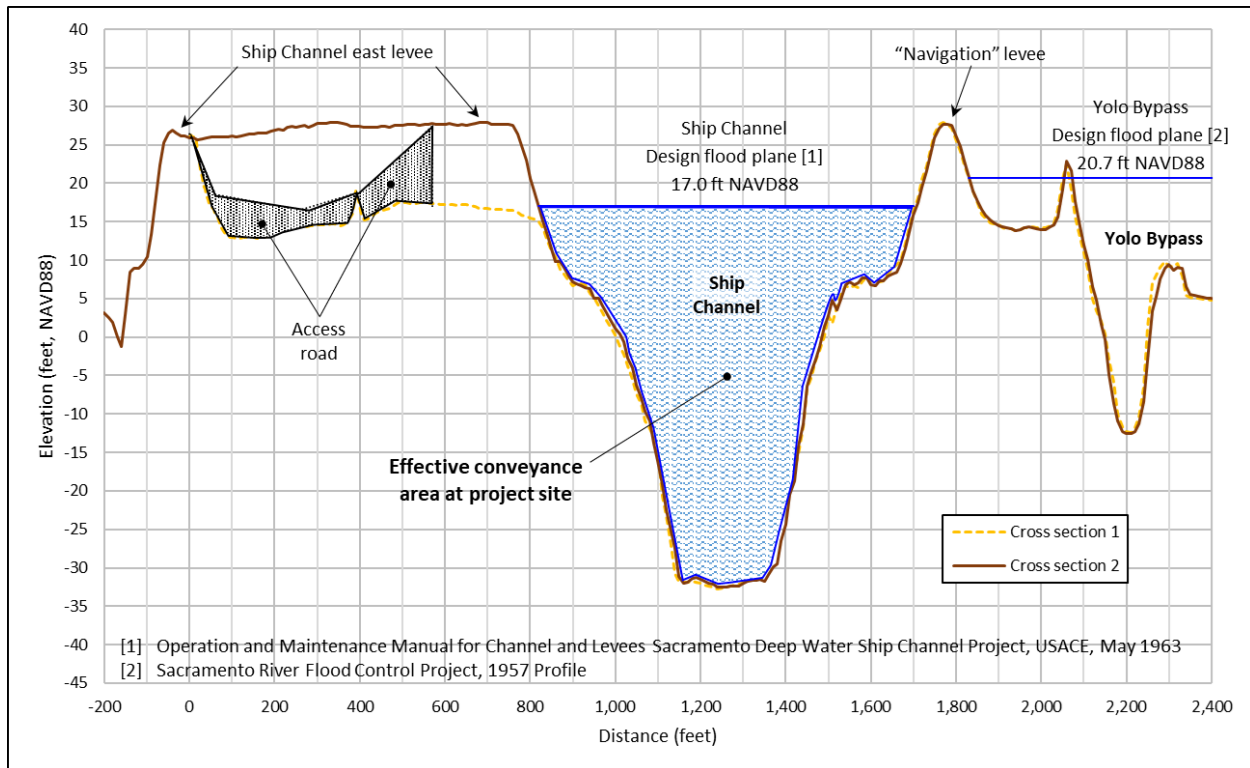


Figure 3. Project Site Cross Sections, Looking Downstream (South)

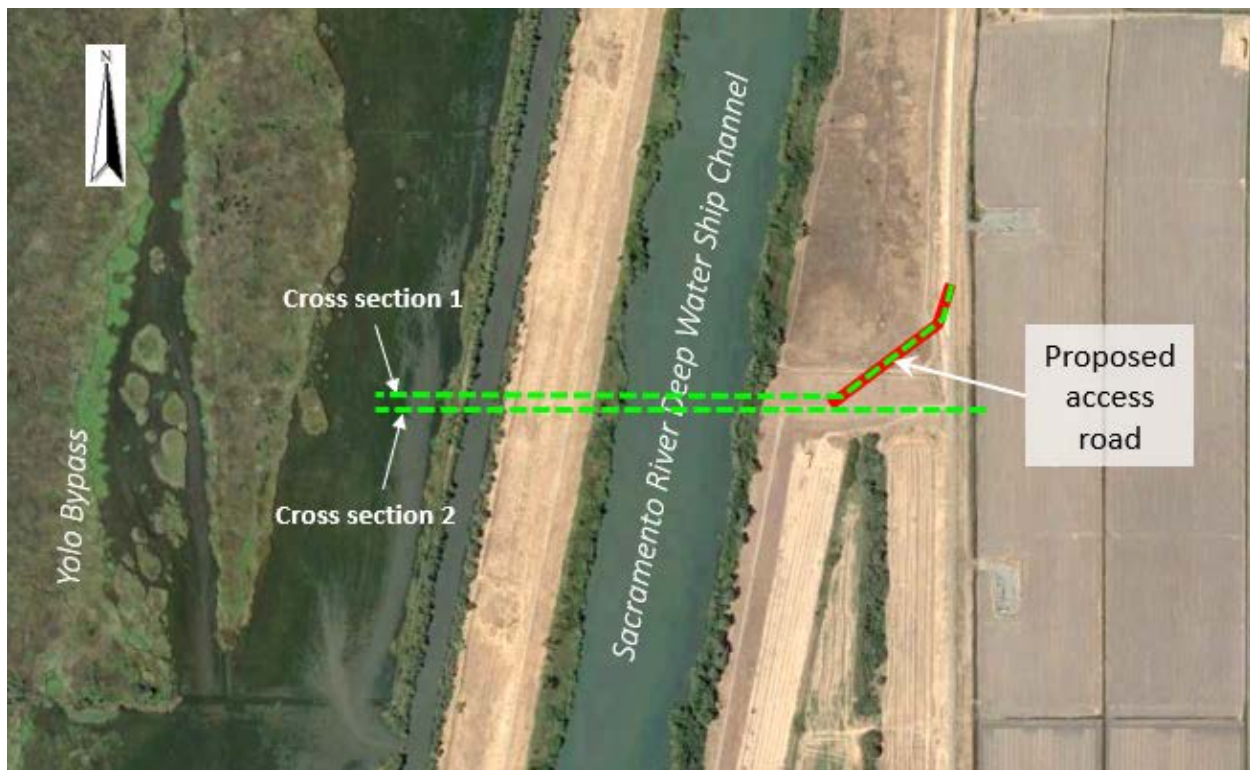


Figure 4. Project Site Cross Section Locations