Addendum No. 1 to the Stanislaus Regional Water Authority Regional Surface Water Supply Project Environmental Impact Report

(SCH No. 2017022077)

April 2019

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FIGURES

ACRONYMS AND ABBREVIATIONS

BNSF	Burlington Northern and Santa Fe Railroad
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
Cities	City of Ceres and City of Turlock, as members of the Stanislaus Regional Water Authority, a joint powers authority
CRHR	California Register of Historical Resources
CWA	Clean Water Act
EIR	environmental impact report
FEIR	final environmental impact report
GHG	greenhouse gas
HCP	habitat conservation plan
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PG&E	Pacific Gas and Electric Company
Project	Surface Water Supply Project
Project modifications	replacement of the Aldrich Road bridge and open-cut crossing of TID Lateral 2½
Pub. Res. Code	Public Resources Code
ROW	right-of-way
SRWA	Stanislaus Regional Water Authority
SWPPP	Stormwater Pollution Prevention Plan
TCR	tribal cultural resource
WTP	water treatment plant

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Chapter 1
INTRODUCTION

The Stanislaus Regional Water Authority (SRWA) has prepared this Addendum No. 1 to comply with the California Environmental Quality Act (CEQA) (Public Resources Code [Pub. Res. Code] Section 21000 et seq.). SRWA is the lead agency under CEQA with respect to the Surface Water Supply Project (the Project).

On August 8, 2018, SRWA certified a Final Environmental Impact Report (FEIR[1]) (State Clearinghouse No. 2017022077) in compliance with CEQA for the Project. Since the FEIR was certified, additional design and planning work has been completed by the project engineers and SRWA has identified several aspects of project construction that were not known or fully described at the time the EIR was prepared. Specifically, the following aspects of the Project have been determined to require modification:

- **Modification Site 1 – Ceres Main Canal Crossing at Aldrich Road:** The Aldrich Road bridge over the Turlock Irrigation District's (TID's) Ceres Main Canal was identified in the EIR as being the primary access route to the proposed water treatment plant (WTP). SRWA has determined that the bridge is not certified for the weight and amount of traffic anticipated during construction and operation. Therefore, SRWA proposes to remove the existing bridge and install a replacement bridge at the same location.
- **Modification Site 2 – Burlington Northern and Santa Fe Railroad (BNSF) Crossing at Hatch Road:** As described in the EIR, a finished water transmission pipeline will convey treated water from the WTP to the Ceres terminal tank site on East Hatch Road. The pipeline will be installed in the Hatch Road right-of-way (ROW). The project engineer has determined that the pipeline crossing of the BNSF tracks would be better designed on the north side of the Hatch Road/Santa Fe Avenue intersection. This would result in the pipeline leaving the road ROW for a short distance.
- **Modification Site 3 – BNSF Crossing at Berkeley Road:** As described in the EIR, a finished water transmission pipeline will convey treated water from the WTP to the Turlock terminal tank site on North Quincy Avenue. The pipeline will be installed in the Berkeley Road ROW. The project engineer has determined that the pipeline crossing of the BNSF tracks and TID Lateral 2½ would be better designed along Santa Fe Avenue north of its intersection with Berkeley Road. This would result in the pipeline leaving the Berkeley Road ROW for a short distance. The project engineer has determined that an open-cut crossing of the canal may be possible at this location rather than a bore-and-jack crossing.

[1] All references to the EIR are to the Final EIR, which includes the Draft EIR, with some modifications, and the responses to comments.

These planned improvements to the Project are considered modifications to the Project, in that they provide more detail regarding access and construction methods compared to the information available at the time the EIR was prepared. The purpose of this Addendum No. 1 is to document SRWA's evaluation of these proposed activities to determine whether the environmental effects of construction and operation were covered in the previously certified EIR. This analysis concluded that no new effects could occur and no new mitigation measures would be required for the three proposed modifications. The activities are, therefore, within the scope of the Project covered by the EIR, and no new environmental document is required.

Chapter 2
CONSIDERATION OF PROJECT CHANGES, CHANGED CIRCUMSTANCES, AND POTENTIALLY SIGNIFICANT NEW INFORMATION

SRWA's consideration of the EIR is constrained by a legal presumption of adequacy (*Laurel Heights Improvement Association*, *supra*, 6 Cal.4th at p. 1130). That presumption is tempered, however, by changes to the project, changed circumstances, or potentially significant new information (see 14 California Code of Regulations Sections 15162[a] and 15164[a] and [b]). The only such changes or new information related to the Project and SRWA's review and consideration of the Project are the following: (a) removal and replacement of the Aldrich Road bridge over TID's Ceres Main Canal; (b) change of route for the Ceres treated water main near the intersection of Hatch Road, Santa Fe Avenue, and the BNSF Railroad tracks and TID Ceres Main Canal; (c) change of route for the Turlock treated water main near the intersection of Berkeley Road, Santa Fe Avenue, the BNSF Railroad tracks, and TID Lateral 2½; and (d) possible open-cut rather than jack-and-bore crossing of TID Lateral 2½ near Berkeley Road and Santa Fe Avenue.

SRWA has determined, as set forth below, that the changes listed above do not require preparation of a subsequent EIR or a supplement to the EIR. The purpose of this Addendum No. 1 is to document these modifications to the project description and impacts and to verify that they will not result in any new or more significant impacts than those that were disclosed in the previously certified EIR.

2.1 Description of Project Modifications

Purpose and Objective

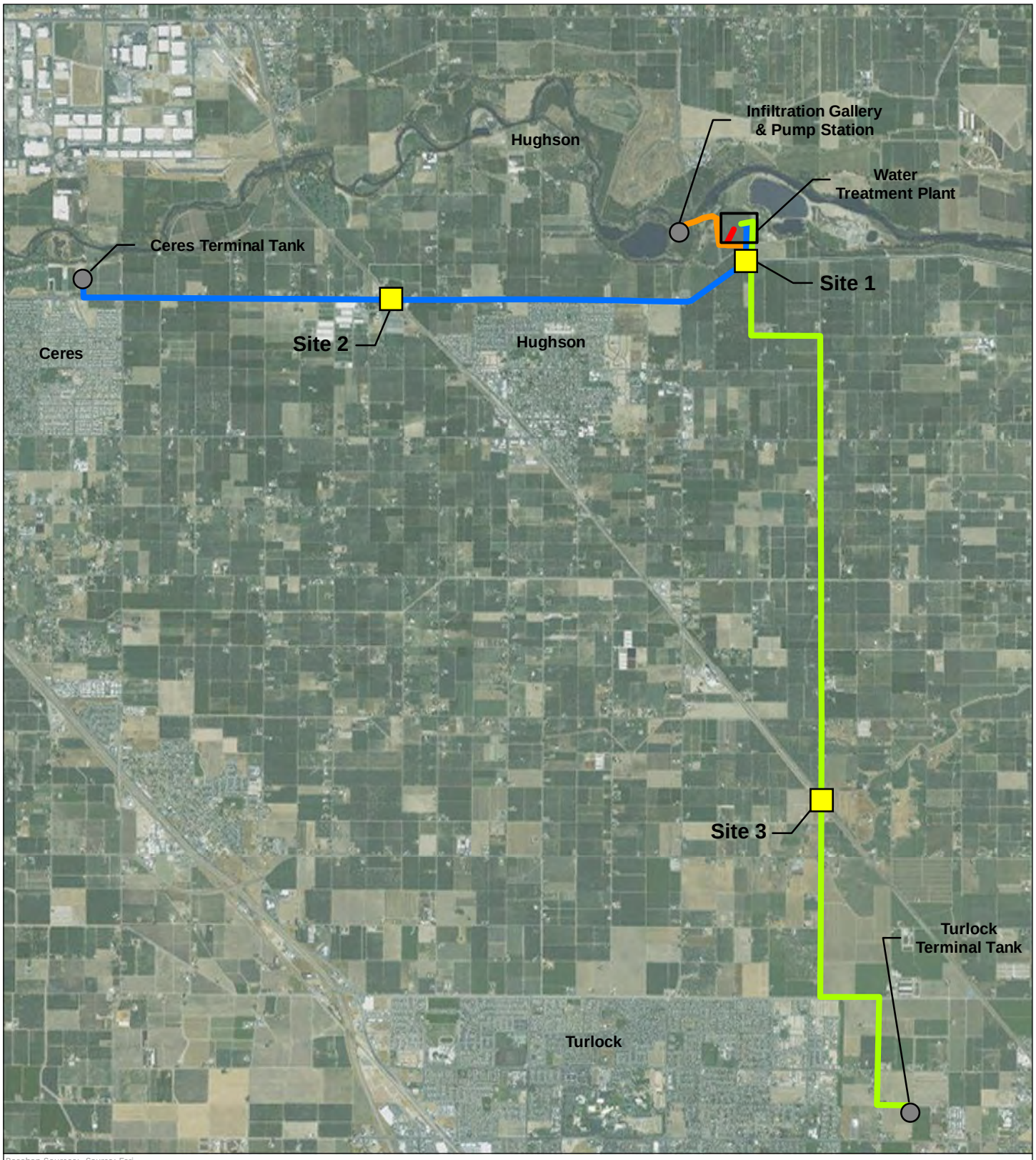
The purpose of the proposed modifications to the Surface Water Supply Project (Project modifications) is to provide improved efficiency and reduce traffic interference during construction activities for the SRWA WTP and Ceres and Turlock finished water transmission pipelines. The objectives of the proposed improvements are as follows:

- Improve the condition of the Aldrich Road bridge crossing over the Ceres Main Canal to allow safer and more efficient construction and operation of the WTP.
- Establish a more efficient route for the Ceres finished water transmission pipeline that would reduce construction costs and traffic interference at the Hatch Road/ Santa Fe Avenue intersection at the crossing of BNSF tracks.
- Establish a more efficient route for the Turlock finished water transmission pipeline that would reduce construction costs and traffic interference at the Berkeley Road/ Santa Fe Avenue intersection at the crossing of BNSF tracks and Lateral 2½.

Location

The proposed modifications would take place at three sites in the SWSP project area (**Figures 1 through 4**) in Stanislaus County:

- **Modification Site 1 Location – Ceres Main Canal Crossing at Aldrich Road:** Aldrich Road bridge over TID's Ceres Main Canal, just south of the Tuolumne River near Hughson;
- **Modification Site 2 Location – BNSF Crossing at Hatch Road:** Hatch Road and Santa Fe Avenue at the crossing of the BNSF tracks, approximately 4 miles east of Ceres; and
- **Modification Site 3 Location – BNSF Crossing at Berkeley Road:** Berkeley Road and Santa Fe Avenue at the crossing of the BNSF tracks and TID Lateral 2½, approximately 9.5 miles south of the WTP site and 3.7 miles east of Turlock.



Basebap Sources: Source: Esri, DigitalGlobe, GeoEye, Earthstar

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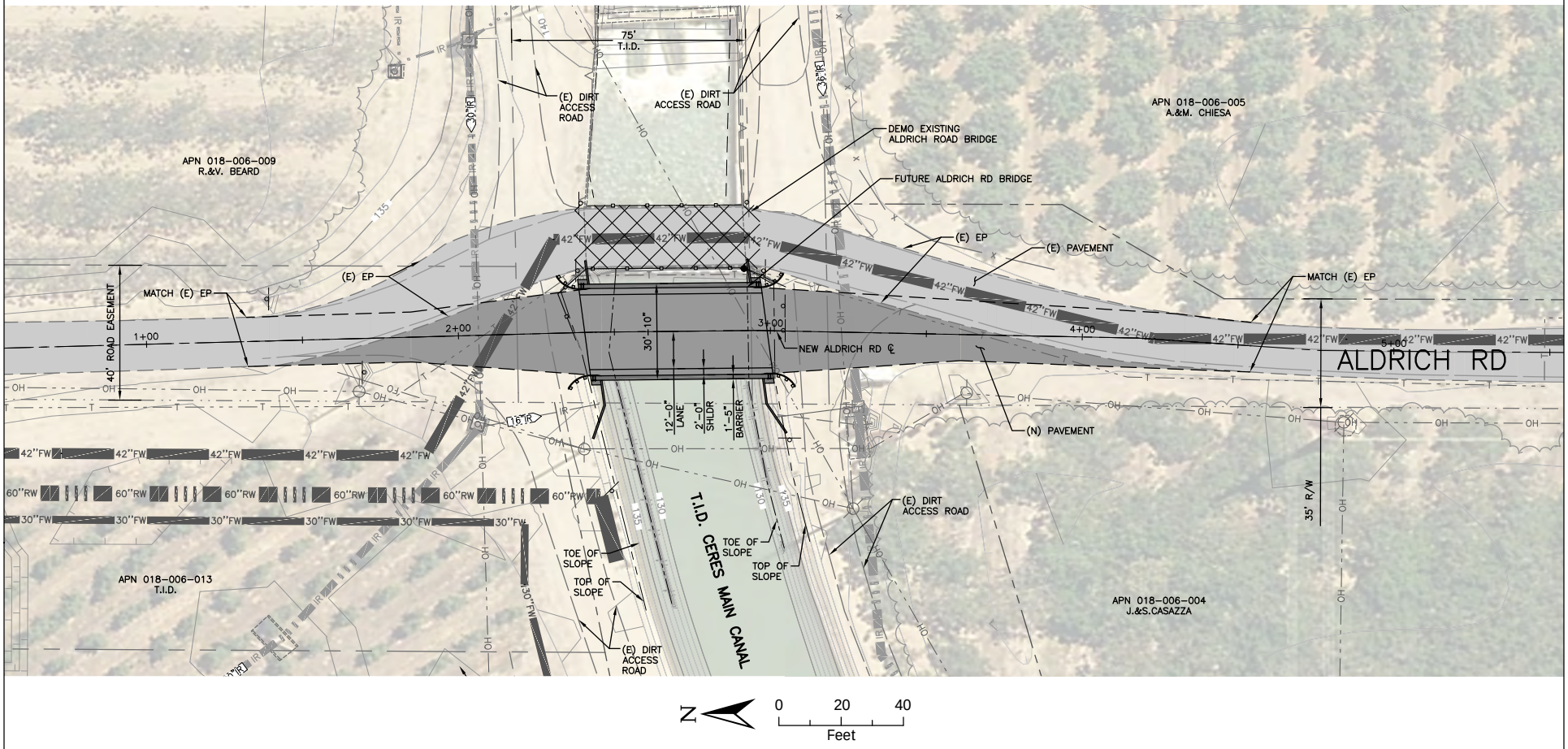
Proposed Modification Sites
City Boundaries
Ceres Finished Water Transmission Main
Raw Water Transmission Main
Turlock Finished Water Transmission Main
WTP pipeline

Figure 1.
Proposed Project Location and Proposed Modification Sites

Surface Water Supply Project

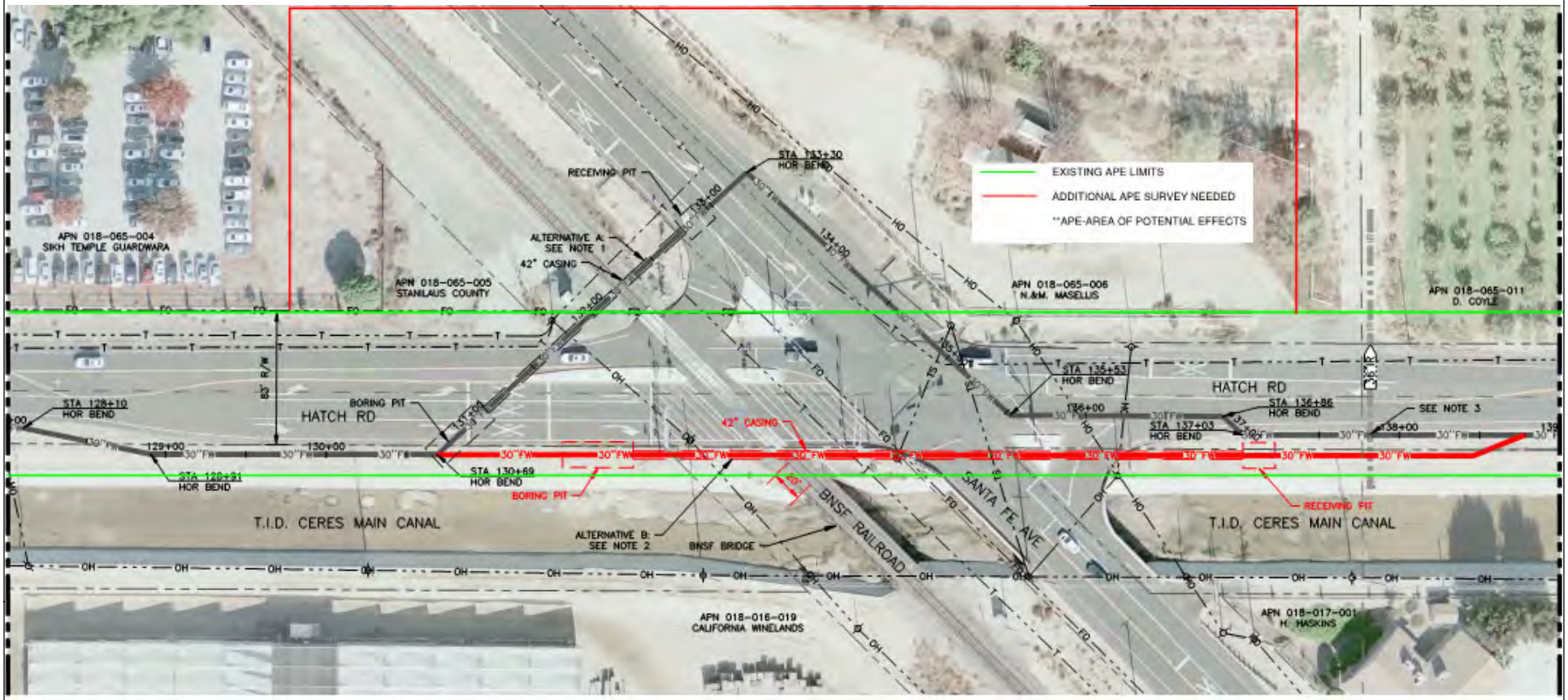


Source: West Yost Associates 2018

Figure 2.
Proposed Modification Site 1
– Ceres Main Canal Crossing at Aldrich Road

Horizon WATER and ENVIRONMENT

Surface Water
Supply Project

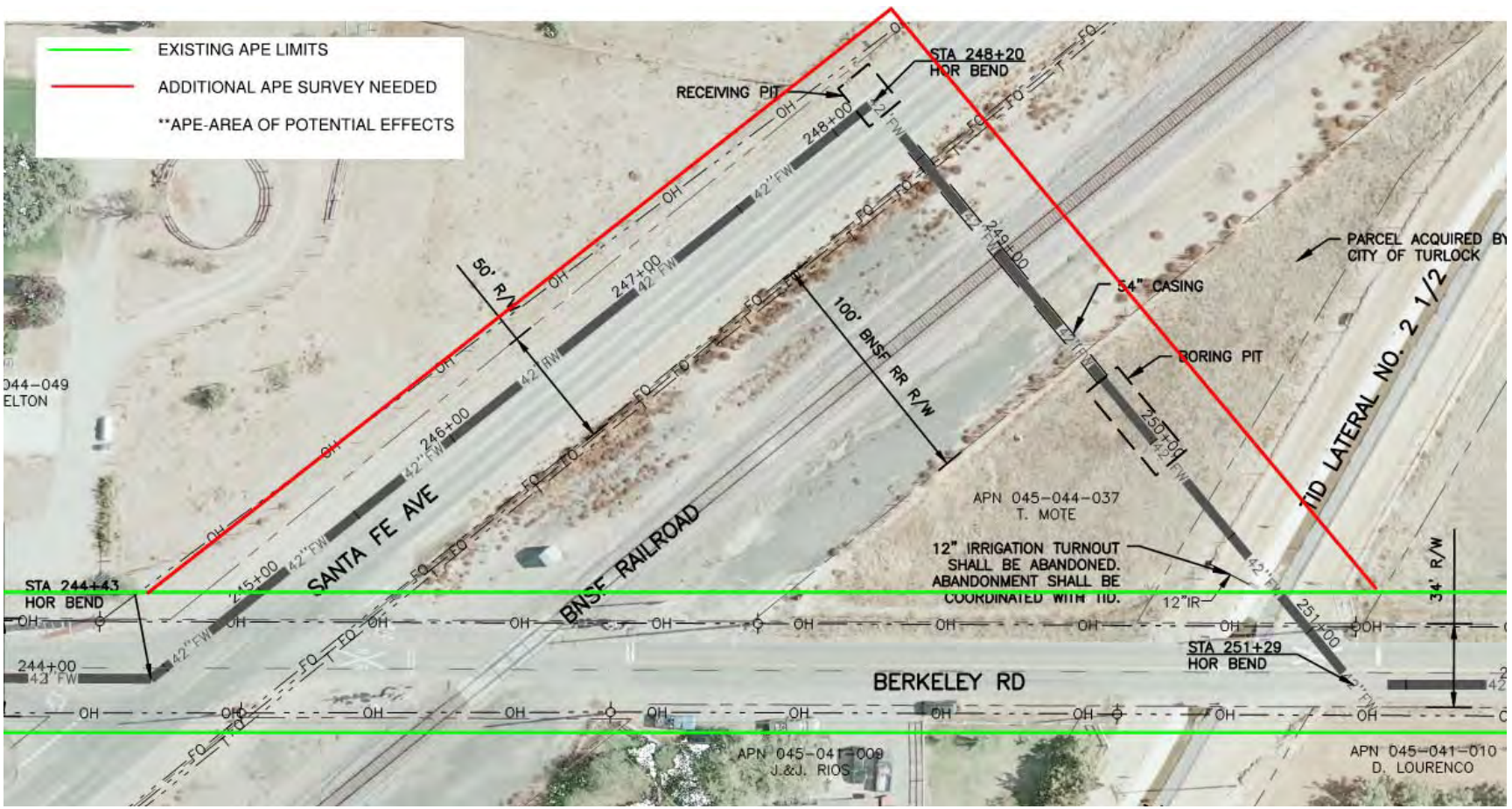


Source: West Yost Associates 2019

Figure 3.
Proposed Modification Site 2 – BNSF Crossing at Hatch Road

Horizon WATER and ENVIRONMENT

Surface Water Supply Project



Source: West Yost Associates 2019

Figure 4.
Proposed Modification Site 3 – BNSF Crossing at Berkeley Road

Horizon WATER and ENVIRONMENT

Surface Water Supply Project

Description of Proposed Project Modifications

Modification Site 1 – Ceres Main Canal Crossing at Aldrich Road

According to Caltrans bridge inspection records, the existing Stanislaus County Bridge (Bridge No. 38C0252) on Aldrich Road over the TID Ceres Main Canal is rated for an H-15 highway loading. To provide sufficient capacity to support the loads anticipated during and after construction of the WTP and the raw and finished water transmission mains, SRWA would construct a new bridge to replace the existing bridge. The replacement bridge would be located adjacent to and west of the existing bridge, allowing for straightening of the existing road alignment (**Figure 2**).

The replacement bridge would support HS-20 to HS-44/HL-93 live loads and California Permit loads in conformance with California Amendments to the American Association of State Highway and Transportation Officials (AASHTO) load and resistance factor design (LRFD) Bridge Design Specifications – Sixth Edition. The design would also allow the replacement bridge to be incorporated into the National Bridge Inventory and would allow the structure to be eligible for maintenance, rehabilitation, and replacement funding provided from the Federal Highway Administration (FHWA) Highway Bridge Program (HBP). Compliance with the current California Department of Transportation (Caltrans) Local Assistance Procedures Manual (LAPM) and Local Assistance Program Guidelines (LAPG) as published by the Caltrans Division of Local Assistance is mandatory in order for the completed structure to be incorporated into the HBP.

The replacement bridge would include the following features (West Yost Associates 2018, Yerzy pers. comm. 2019):

- A single span, cast-in-place concrete superstructure supported on reinforced concrete abutments, or a multiple span structure including one or more intermediate vertical supports.
- Vertical abutment faces matching the current canal configuration at the existing bridge.
- Channel wall transitions from the new structure to the existing canal features that are in conformance with TID standards and minimize turbulence within the modified channel.
- Two travel lanes with widths of 12 feet.
- Shoulders with widths of 2 feet each.
- Traffic barriers in accordance with the more stringent of Stanislaus County, Standard Caltrans Type 736, 742, 80, or approved National Cooperative Highway Research Program-compliant barriers.
- Other features, including bridge approaches and safety features (e.g., guardrails and impact attenuators), in conformance with criteria set forth by Stanislaus County; at a minimum, such features shall be compliant with Manual for Assessing Safety Hardware (MASH) and rated for Test Level 2 (TL-2).
- Removal and replacement of two existing irrigation distribution pipelines within the realigned roadway areas.

- Modification of two existing pump discharges at the locations of new downstream transition walls.

The replacement bridge would be located within existing Stanislaus County ROW.

Modification Site 2 – BNSF Crossing at Hatch Road

The pipeline route for the Ceres finished water transmission pipeline evaluated in the EIR travels along Hatch Road and remains within the ROW from Geer Road to the Ceres terminal tank site. The proposed refinement to the project construction route would be as follows:

- At the east edge of Santa Fe Avenue, the pipeline would turn northwest to follow Santa Fe Avenue for approximately 200 feet, then turn southwest to cross Santa Fe Avenue.
- The pipeline would be jack-and-bored under the BNSF tracks, as was originally planned; the receiving pit and boring pit would be entirely within road ROW.
- The pipeline would extend from the east edge of Santa Fe Avenue for approximately 415 feet to the south edge of Hatch Road, where it would rejoin the previously proposed alignment.

Modification Site 3 – BNSF Crossing at Berkeley Road

The pipeline route for the Turlock finished water transmission pipeline evaluated in the EIR travels primarily along Berkeley Road and remains within the ROW along the entire alignment. The proposed refinement to the project construction route would be as follows:

- At the north edge of the ROW for TID Lateral 2½, the pipeline would turn southwest and cross the canal with an open-cut crossing instead of a jack-and-bore crossing.
- The pipeline would continue approximately 50 feet from the south edge of the canal ROW to the boring pit for the jack-and-bore crossing under the BNSF tracks, then approximately another 150 feet southwest to the receiving pit within the Santa Fe Avenue ROW.
- From the receiving pit, the pipeline would turn southeast within the Santa Fe Avenue ROW and would extend approximately 385 feet to Berkeley Road, where it would rejoin the previously proposed alignment.

Construction Characteristics

Aldrich Road Bridge Modification

Design and construction of the replacement bridge would be coordinated with TID and Stanislaus County. The final design would be developed by SRWA's contractor for the WTP site but would address, at a minimum, the following types of constraints:

- **Seasonal access to the Ceres Main Canal:** The canal is typically in service (i.e., conveying water) and cannot be accessed for construction between March 1 and November 1 of each year. Other time constraints exist during certain years and construction scheduling must be coordinated with TID. When the canal is out of service, stormwater flows may still be present.

- **Geometry of canal obstructions:**
  - All transitions shall meet the requirements of TID specification ES101.
  - Transitions from the new bridge structure to the existing canal cross-section would be designed in such a manner as to not constrict the flow cross-section or result in increases to water velocity or turbulence as determined by TID's engineer.
  - Other components of the bridge must not adversely affect the hydraulic conveyance capacity or characteristics of the canal upstream or downstream of the location of the new facilities.
- **Canal freeboard:** TID has the right to operate its canals to the top of the canal lining. With the exception of the vertical bridge abutments, no portion of the new bridge would extend below the highest adjacent canal lining or vertical side wall.
- **Radial clearance around overhead power transmission and distribution lines:** Several overhead power lines are located near the existing and new bridges, including lines with voltages of 12, 69, and 115 kilovolts. TID has established mandatory minimum radial clearances of 20 feet around overhead lines at these voltages. Construction activities would not infringe on these radial clearance areas at any time. Construction activities would also be conducted in compliance with relevant requirements of California Public Utilities Commission General Order 95 (Rules for Overhead Electric Line Construction) and the California Occupational Safety and Health Administration.
- **Bridge safety features:** Features such as crash protection must not impede vehicle and equipment ingress/egress for canal bank maintenance roads.

Other considerations to be addressed during final design are traffic control, environmental permit constraints, coordination with and maintenance of access for local property owners, and coordination with other construction activities related to the Project's WTP, raw water transmission main and associated structures, and the Ceres and Turlock finished water transmission mains. All of these issues would be addressed in accordance with requirements of the EIR, as indicated in Chapter 2, *Project Description,* and the various sections of Chapter 3, *Environmental Analysis.*

Use of Existing Bridge During Construction

The current load rating of the existing bridge (H-15) would preclude its use during construction activities for the WTP; also, use of the bridge for the raw and finished water transmission mains would impose loads that exceed the existing H-15 rating. Temporary shoring could be installed to provide the bridge capacity to support all loads anticipated during the term of the work. The installation of temporary shoring would require that the design, construction, and maintenance of all temporary shoring system elements be reviewed and approved by TID and Stanislaus County prior to implementation. TID constraints on the temporary shoring system would include, but may not be limited to, the following:

- **Seasonal access to the Ceres Main Canal:** Seasonal constraints on access to the Ceres Main Canal would be the same for the installation of the shoring system as for construction of the replacement bridge, as described above.

- **Maintenance of local traffic** and TID service vehicle access
- **Seasonal constraints on use:** Temporary shoring would not be allowed to remain in the canal during the irrigation season.
- **Repairs to the canal system:** TID would require the repair of any damage done to the canal lining from the temporary shoring, bracing, anchorage, or other components of the temporary shoring system.

As a result of these constraints, use of the existing bridge during construction has been ruled out as a feasible option for access to the WTP.

Demolition of Existing Bridge

Upon completion of the replacement bridge, and in compliance with all constraints identified by TID and Stanislaus County, the existing bridge would be demolished in conformance with the current version of Caltrans Standard Specifications. Any damage to existing TID facilities during bridge demolition or replacement shall be repaired or replaced in accordance with TID standards and specifications.

Modification Sites 2 and 3

All aspects of construction activity, traffic control, and public safety would be addressed in accordance with requirements of the EIR, as indicated in Chapter 2, *Project Description,* and the various sections of Chapter 3, *Environmental Analysis.*

2.2 Finding

There would be no significant impact on environmental resources as a result of implementation of the proposed modifications to the Surface Water Supply Project, as demonstrated by the discussion below and detailed analysis presented in Chapter 3, *Environmental Analysis*, of this Addendum No. 1.

Construction of the proposed modifications at Site 1 (Aldrich Road bridge crossing of the Ceres Main Canal) would result in an increase in operation of construction equipment and construction vehicles, which would result in short-term temporary impacts related to traffic and noise. Proposed modifications at Sites 2 and 3 (BNSF crossings at Hatch Road and Berkeley Road) would affect marginally different locations but would not result in increased construction activity, traffic, or noise. Construction of the Project modifications at all three sites could affect sensitive biological and cultural resources and could result in temporary water quality impacts due to excavation and soil-disturbing activities. No operation-related impacts would result from any of the proposed modifications.

Similar to the Project, implementation of EIR mitigation measures would minimize construction and operation-related effects of these Project modifications. The following EIR mitigation measures would be applicable to the Project modifications during construction:

- Mitigation Measure AES-4. Use Shielded Lighting if Nighttime Construction Is Necessary
- Mitigation Measure AQ-1. Prepare Quantitative Analysis of Construction-related Air Quality and Greenhouse Gas Emissions, and Implement Measures to Cap Emissions

- Mitigation Measure BIO-5. Minimize Impacts on Nesting Birds with Site Assessments, Surveys, and Avoidance Measures
- Mitigation Measure BIO-6. Conduct Nesting Raptor Surveys and Establish Buffers to Avoid or Minimize Impacts on Swainson's Hawk and White-tailed Kite
- Mitigation Measure BIO-7. Conduct Preconstruction Surveys for Burrowing Owls, and Avoid or Minimize Impacts
- Mitigation Measure BIO-8. Conduct Preconstruction Surveys, Establish Buffers around Nests, and Implement Measures to Avoid or Minimize Impacts on Western Pond Turtle
- Mitigation Measure BIO-9. Conduct Preconstruction Surveys and Implement Measures to Avoid or Minimize Impacts on Special-status Bats
- Mitigation Measure CUL-2. Suspend Construction Immediately if Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for CRHR Eligibility, and Implement Appropriate Mitigation Measures for Eligible Resources
- Mitigation Measure CUL-4. Halt Construction Immediately if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code
- Mitigation Measure HAZ-1. Prepare and Implement a Hazardous Materials and Waste Management Plan for Construction and Operation
- Mitigation Measures NOI-1. Limit Nighttime Construction Noise
- Mitigation Measure NOI-3. Implement Vibration Reduction Measures
- Mitigation Measure TRANS-1. Prepare and Implement a Construction Traffic Management Plan

SRWA finds that the proposed modifications to the Project would not result in any previously undisclosed potentially significant effects on the environment or a substantial increase in the severity of any previously disclosed potentially significant environmental effects. Furthermore, to the extent that the potential for such effects could exist, SRWA finds that adherence to and implementation of the conditions of Project approval, as well as adherence to and implementation of the conditions of approval imposed by SRWA through the issuance of the accompanying Mitigation Monitoring and Reporting Program (Appendix A of this Addendum No. 1), would avoid or reduce the potential for such effects to below a level of significance. SRWA has determined that the CEQA review is sufficient and does not require preparation of a subsequent EIR.

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Chapter 3
EVALUATION OF ENVIRONMENTAL EFFECTS

The following evaluation assesses the environmental impacts of the proposed Project modifications based on the environmental checklist provided in Appendix G of the CEQA Guidelines. The environmental resources and potential environmental impacts of the proposed Project modifications are described in the subsections of this chapter.

Each subsection compares the potential environmental effects that may result with the proposed Project modifications with the evaluation of such activities that is contained in the EIR. For each checklist question, a discussion is provided of the rationale used to determine the significance level of the proposed Project modifications' environmental impact and whether any new effects beyond what was examined in the EIR could occur. The following determinations are used in the checklist:

- "***No Impact"*** is used when the analysis concludes that the proposed Project modification(s) would not affect the particular environmental resource/issue.
- "***Less than Significant***" is used when the analysis determines there would be no substantial adverse change in the environment and no mitigation is needed.
- "***Less than Significant with Mitigation / No New Impact***." This determination is used for two circumstances: (1) for environmental impacts that have the potential to be significant, but for which implementation of identified mitigation measures from the EIR would reduce the severity of such impacts to a less-than-significant level; and (2) for environmental impacts that are identified in the EIR as significant and unavoidable but for which the Project modifications would not make a substantial additional contribution.
- ***"Potentially Significant"*** is used if the analysis concludes there could be a new substantial adverse effect on the environment that was not previously evaluated in the EIR.

3.1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☒	☐	☐

Discussion of Checklist Responses

a. Adverse effects on scenic vistas — *No Impact*

There are no designated scenic vista points near the proposed modification sites. No project features would be visible from any vista points. The proposed Project modifications would not result in a significant adverse effect on scenic vistas. This finding is consistent with the EIR, and the Project would not introduce a new significant effect.

b. Damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway — *No Impact*

There are no state-designated scenic highways or scenic resources near the proposed modification sites. Therefore, no impacts on scenic resources or views from a scenic highway would occur. This is consistent with the analysis disclosed in the EIR. The proposed Project modifications would not result in a significant adverse effect on scenic highways. This finding is consistent with the EIR, and the Project would not introduce a new significant effect.

c. Changes to existing visual character or quality — *Less than Significant*

The EIR discloses that the Project could result in construction-related impacts that could temporarily degrade the visual character or quality of the project area and immediate surroundings; this is true for the three Project modifications as well, as described below. Following the completion of construction at the three sites, the visual character and quality of the site would be indistinguishable from existing conditions. At Modification Site 1, the existing bridge would be replaced with a similar bridge. At Modification Sites 2 and 3, construction activities would install pipelines belowground that would not be visible following completion of those activities.

Bridge Construction and Demolition. Construction activities at Modification Site 1, Aldrich Road at the Ceres Main Canal, would be similar to activities at the WTP site. Potential middle-ground views of the bridge would be limited to two residences west of the WTP site. Once construction is completed, the appearance of the site would be similar to its preconstruction condition. The impact would be less than significant.

Pipelines. Pipeline construction activities would include vegetation removal; grading and excavation; open-trench pipeline installation for most of the alignments; trenchless or open-cut pipeline construction at the BNSF railroad crossings, TID Lateral Canal crossings, and Santa Fe Avenue; and backfilling. Pipeline construction would progress at a rate of 200 to 400 feet per day. Pipeline construction activities would be most visible from public roads, including Geer Road, Aldrich Road, East Hatch Road, John Fox Road, and Berkeley Avenue, as well as from other roads intersecting the pipeline alignments. Aside from motorists, residents located along the pipeline alignments would also have close-up views of construction vehicles, equipment, and construction activities throughout the construction duration. Due to the short duration of construction in any location, the impacts would be less than significant. This is consistent with the analysis disclosed in the EIR.

In summary, the Project modifications would not result in a significant adverse change to existing visual character or quality of the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. New sources of light or glare — *Less than Significant with Mitigation*

As with the Project as a whole, throughout the construction duration, construction activities would primarily occur on weekdays between 7 a.m. and 6 p.m. While construction activities would mostly occur during daytime hours at most work areas, the contractor(s) may need to conduct limited nighttime construction work, particularly if construction delays occur, which would require approval from the County or the City with jurisdiction. Temporary views of nighttime construction lighting could be a nuisance to adjacent residences and to motorists traveling on affected roadways. To minimize any temporary adverse effects on residential views during the duration of nighttime construction, implementation of **Mitigation Measure AES-4 (Use Shielded Lighting if Nighttime Construction Is Necessary)** would ensure that nighttime construction lighting is shielded and oriented downward and would reduce the impact to a less-than-significant level. This is consistent with the analysis disclosed in the EIR.

The Project modifications would not result in a significant adverse change related to new sources of light and glare at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.2 Agricultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	☐	☐	☐	☒
e. Involve other changes in the existing environment that, because of their location or nature, could result in a conversion of Farmland to a nonagricultural use?	☐	☐	☐	☒

Discussion of Checklist Responses

a-e. Impacts on agriculture or forestry resources — *No Impact*

All three of the Project modification sites are on land that is already developed as roadways or road ROWs, and no agricultural or forestry activity currently exists on the sites. No trees would be removed. There would be no impact related to agriculture or forestry resources. This is consistent with the analysis disclosed in the EIR.

The Project modifications would not result in a significant adverse change related to agriculture or forestry resources at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.3 Air Quality

		Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion of Checklist Responses

a-d. Conflict with or violate applicable air quality plans or standards or emit substantial quantities of pollutants, directly or cumulatively — *No New Impact*

As described in the EIR, construction activities for the Project were found to have significant and unavoidable impacts with regard to air quality because, at the time the EIR was being prepared, insufficient design information was available to quantitatively assess emissions that would be generated by the Project. **Mitigation Measure AQ-1 (Prepare Quantitative Analysis of Construction-related Air Quality and Greenhouse Gas Emissions, and Implement Measures to Cap Emissions)** would require quantitative analysis of construction impacts but, without such information, it is not possible to ascertain whether air quality impacts can be mitigated to a less-than-significant level. Replacement of the Aldrich Road bridge at Modification Site 1 would involve additional construction activities, which would be included in the quantitative analysis required by Mitigation Measure AQ-1. Changes to pipeline routes at Modification Sites 2 and 3 would involve similar amounts of

construction to those already contemplated, and these would also be included in the quantitative analysis of air pollutant emissions. This is consistent with the analysis disclosed in the EIR (see Impacts AQ-1 through AQ-4). None of the proposed modifications would result in changes to operational emissions for the Project.

With implementation of Mitigation Measure AQ-1, the Project modifications would not result in a significant adverse change related to air pollutant emissions at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e. Create objectionable odors affecting a substantial number of people — *Less than Significant*

As described for the Project in the EIR, odors associated with the operation of diesel-powered equipment for construction activities may be detected by nearby sensitive receptors. These odors would be of relatively short duration in any given location and would be unlikely to affect a substantial number of people at a given time, given that construction of the various proposed project features would be spread out over time, as well as considering factors such as the migration of construction equipment along pipeline routes during construction. Construction of the Project modifications would not generate any permanent or long-term objectionable odors. This is consistent with the analysis disclosed in the EIR (see Impact AQ-5). No odors would result from operation of the proposed Project modifications, which involve only changes to construction activities.

The Project modifications would not result in a significant adverse change related to odors at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the SRWA or USFWS?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted habitat conservation plan (HCP); natural community conservation plan; or other approved local, regional, or state HCP?	☐	☐	☐	☒

Discussion of Checklist Responses

a. Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species — *Less than Significant with Mitigation*

Modification Site 1 encompasses the portion of Aldrich Road that crosses the Ceres Main Canal. This site was included in the biological surveys and environmental analysis provided in the EIR, specifically the area of the WTP site. The canal bed and banks are concrete-lined, and vegetation along the roadway is ruderal.

Modification Site 2 was also included in the biological surveys and environmental analysis provided in the EIR, at the BNSF crossing at East Hatch Road and Santa Fe Avenue. The new pipeline ROW would detour north for a short distance onto Santa Fe Avenue and then cross back onto East Hatch Road. The area outside of the EIR analysis area is ruderal habitat alongside the roadways, with a landscaped parking lot at the northwestern edge and a farm produce stand at the northeastern edge.

Modification Site 3 was also included in the biological surveys and environmental analysis provided in the EIR, at the BNSF crossing and Lateral 2½ crossing at Santa Fe Avenue and Berkeley Road. The new pipeline ROW would detour northwest for a short distance onto Santa Fe Avenue and then cross back onto Berkeley Road. The area outside of the EIR analysis area is ruderal habitat alongside the roadways and between the roadway and canal.

Horizon biologists viewed the sites and queried the California Native Plant Society *Inventory of Rare and Endangered Species* and the California Department of Fish and Wildlife *RareFind* for special-status species occurrences within the area surrounding the modification sites. The findings are summarized below.

Special-status Plants

None of the modification sites contain suitable habitat for special-status plant species. All plant species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources.

Special-status Invertebrates

None of the modification sites contain suitable habitat for special-status invertebrate species. Although portions of the Project area contain suitable habitat for valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), no suitable habitat for the species is present at or near the modification sites. All invertebrate species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources.

Special-status Fish

None of the modification sites contain suitable habitat for special-status fish species. All fish species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources.

Special-status Wildlife

Nesting Birds

All bird species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources. Swainson's hawk (*Buteo swainsoni*), state listed as threatened, and loggerhead shrike (*Lanius ludovicianus*), a California Species of Special Concern, have potential to occur in the area of the modification sites. Riparian habitat near Modification Site 1 could support nesting yellow warbler (*Setophaga petechia*) and yellow-breasted chat (*Icteria virens*) in the spring and summer. Both species are California Species of Special Concern. Yellow Warblers have been observed at Fox Grove Park and Ceres River Bluff Regional Park (eBird 2017). Riparian habitat could also support nesting of a variety of species protected under the Migratory Bird Treaty Act including yellow billed magpie (*Pica nuttallii*) and Nuttal's woodpecker (*Picoides nutallii*), both of which are commonly observed in the area (eBird 2017). Burrowing owls (*Athene cunicularia*) could occur in ruderal areas.

The Project EIR includes several mitigation measures to address potential impacts on nesting birds that would apply to the Project modifications:

- Mitigation Measure BIO-5. Minimize Impacts on Nesting Birds with Site Assessments, Surveys, and Avoidance Measures
- Mitigation Measure BIO-6. Conduct Nesting Raptor Surveys and Establish Buffers to Avoid or Minimize Impacts on Swainson's Hawk and White-tailed Kite
- Mitigation Measure BIO-7. Conduct Preconstruction Surveys for Burrowing Owls, and Avoid or Minimize Impacts

With implementation of these mitigation measures, impacts on nesting birds would be reduced to a less-than-significant level.

Reptiles and Amphibians

All reptile and amphibian species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources. Marginal habitat for western pond turtle (*Actinemys marmorata*), a California Species of Special Concern, may be present in the Ceres Main Canal but is absent from Modification Sites 2 and 3. No suitable habitat for giant garter snake (*Thamnophis gigas*) is present at or near the modification sites.

The Project EIR includes the following mitigation measure to address potential impacts on special-status amphibians and reptiles that would apply to the Project modifications:

- Mitigation Measure BIO-8. Conduct Preconstruction Surveys, Establish Buffers around Nests, and Implement Measures to Avoid or Minimize Impacts on Western Pond Turtle

With implementation of this mitigation measure, impacts on western pond turtles would be reduced to a less-than-significant level.

Mammals

All mammal species identified in the area of the modification sites were included in the EIR evaluation of impacts on biological resources. Townsend's big-eared bat (*Corynorhinus*

townsendii) may be present at or near each of the three modification sites because bridges provide suitable roosting habitat.

The Project EIR includes the following mitigation measure to address potential impacts on special-status bats that would apply to the Project modifications:

- Mitigation Measure BIO-9. Conduct Preconstruction Surveys and Implement Measures to Avoid or Minimize Impacts on Special-status Bats

Based on the discussion above, implementation of mitigation measures identified in the EIR would ensure that adverse effects on special-status plant and wildlife species are less than significant. Therefore, there would be no new significant impact compared to the evaluation in the EIR.

b. Substantial adverse effect on any riparian habitat or other sensitive natural community — *No Impact*

The EIR evaluated impacts of the Project on riparian habitat or other sensitive natural communities throughout the project area. The modification sites are disturbed areas with no riparian habitat or other sensitive natural community present, and all three sites are within or directly adjacent to the areas evaluated previously.

The Project modifications would not result in a significant adverse effect on riparian habitat or other sensitive natural communities at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Substantial adverse effects on federally protected wetlands — *No Impact*

The EIR evaluated impacts of the Project on riparian habitat or other sensitive natural communities throughout the project area. The modification sites are disturbed areas with no wetlands or other waters of the United States present, and all three sites are within or directly adjacent to the areas evaluated previously.

The Project modifications would not result in a significant adverse effect on wetlands at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites — *Less than Significant with Mitigation*

The EIR disclosed that construction and operation of the proposed raw water pump station would generate noise, light, and an increased level of human activity relative to existing conditions. Noise generated at the facility would come from sources such as vehicles, large construction equipment (e.g., excavators, bulldozers), water pumps, generators, and human activity. This noise could create sufficient disturbance of wildlife that it could disrupt use of

the wildlife corridor. Noise generated during the construction phase would be reduced, however, with implementation of **Mitigation Measures NOI-1 (Limit Nighttime Construction Noise)** and **NOI-3 (Implement Vibration Reduction Measures)**.

All three modification sites include or are located near portions of the Ceres Main Canal, which may serve as a wildlife movement corridor. Implementation of Mitigation Measures NOI-1 and NOI-3 would reduce any potential for significant impact to a less-than-significant level.

The Project modifications would not result in a significant adverse effect on wildlife movement or nursery sites at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e. Conflict with local policies or ordinances protecting biological resources — *Less than Significant*

As described in the EIR, the Project would comply with policies and ordinances of Stanislaus County and the Cities of Ceres, Turlock, and Hughson. The modification sites would be located within these same jurisdictions and would similarly comply with all of their policies and ordinances.

The Project modifications would not result in a significant adverse effect related to local policies or ordinances at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

f. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP — *No Impact*

The EIR discloses that, although the project area is within the boundaries of the Pacific Gas and Electric Company's (PG&E's) *San Joaquin Valley Operation and Maintenance HCP* (PG&E 2006), the HCP is not applicable to the Project, which is not being conducted by PG&E. There are no other HCPs or natural community conservation plans that cover the project area. The three modification sites are within the same project area evaluated in the EIR and would similarly result in no impact related to HCPs.

The Project modifications would not result in a significant adverse effect related to HCPs at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.5 Cultural Resources

		Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less Than Significant Impact	No Impact
Would the project:					
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion of Checklist Responses

a. Adverse change in the significance of a historical resource — *No Impact*

The EIR found that no cultural resources that are eligible as a significant historic resource under CEQA standards have been identified within the project area. As a result, there would be no impact on historical resources. The three modification sites are within the same project area evaluated in the EIR and would similarly result in no impact on historical resources.

The Project modifications would not result in a significant adverse effect on historical resources at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Adverse change in the significance of an archaeological resource — *Less than Significant with Mitigation*

As with the Project, although no archaeological resources were found during the survey effort for the modification sites, archaeological remains could be buried with no surface manifestation. Excavations related to bridge construction, open trenching for the water lines, and boring activities could uncover buried archaeological deposits. Should a previously undiscovered resource be found during construction and be determined eligible for inclusion in the California Register of Historical Resources (CRHR), and should Project activities have

the potential to render the resource ineligible for inclusion in the CRHR, the impact would be potentially significant. Implementation of **Mitigation Measure CUL-2 (Suspend Construction Immediately if Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for CRHR Eligibility, and Implement Appropriate Mitigation Measures for Eligible Resources)** would reduce any impacts on National Register of Historic Places (NRHP)/CRHR-eligible archaeological sites accidentally uncovered during construction.

The Project modifications would not result in a significant adverse effect on archaeological resources at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Destruction of a unique paleontological resource or site or unique geological feature — *No Impact*

Research indicates that the deep alluvial soils that underlie the site have the potential to contain terrestrial and marine fossils; the deeper Mehrten Formation could also contain fossils. However, no construction activities related to the proposed modifications would require deep excavation that might encounter fossils.

The Project modifications would not result in a significant adverse effect on paleontological resources at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Disturbance of any human remains, including those interred outside of formal cemeteries — *Less than Significant with Mitigation*

No human remains were identified within the Project area as a result of background research or the field survey, and the modification sites are within or directly adjacent to this area. As with all projects in the Central Valley, however, the potential for human remains to be identified in the project area during construction is considered low, although their presence cannot be entirely discounted. Implementation of Mitigation Measure CUL-4 (Halt Construction Immediately if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code) would reduce impacts on any human remains discovered during construction to a level that is less than significant with mitigation.

The Project modifications would not result in a significant adverse effect on human remains at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.6 Geology, Soils, and Seismicity

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion of Checklist Responses

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Seismic-related rupture of a known earthquake fault — *No Impact*

The proposed project is not located in an Alquist–Priolo zone or near a known active fault. As such, the Project modifications would have no impact related to fault rupture.

The Project modifications would not result in a significant adverse effect related to fault rupture at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

ii. Strong seismic ground shaking — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, the impact would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to seismic ground shaking at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

iii. Seismic-related ground failure, including liquefaction — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, the impact related to ground failure would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to ground failure at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

iv. Landslides — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, the impact related to landslides would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to landslides at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Substantial soil erosion or the loss of topsoil — *Less than Significant*

As discussed in Section 3.9, *Hydrology and Water Quality,* of the EIR, SRWA or its contractors would prepare and implement a stormwater pollution prevention plan (SWPPP), as required under Clean Water Act (CWA) Section 402, to ensure that project-related construction activities would not result in substantial soil erosion or loss of topsoil. The SWPPP would identify soil stabilization and sediment control practices, revegetation requirements for disturbed areas, and monitoring methodologies. The SWPPP would be implemented throughout project construction and operation, and compliance would be monitored by a qualified SWPPP practitioner. Compliance with the SWPPP would ensure that this impact would be less than significant for the modification sites, as described for the Project.

The Project modifications would not result in a significant adverse effect related to soil erosion at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Proposed Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse — *Less than Significant*

The project area, including the modification sites, is relatively flat, and the potential for landslides or lateral spreading is nominal. No liquefaction hazards have been identified in Stanislaus County, and the bridge would be designed and constructed to address site-specific seismic-related or soil stability issues and minimize the potential risk of structural failure. In addition, SRWA would commission a detailed geotechnical investigation of Modification Site 1 to facilitate final design of the bridge. The modification activities would be subject to the shoring and excavation plan prepared for the project, which would describe appropriate methods of slope stabilization to be implemented during excavation activities. In addition, adherence to California Building Code standards would further reduce potential hazards from landslide, lateral spreading, liquefaction, or collapse. Therefore, risks related to unstable geologic units at the modification sites would be less than significant.

The Project modifications would not result in a significant adverse effect related to geologic instability at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Location on expansive soil, creating substantial risks to life or property — *Less than Significant*

As described in the EIR, soils underlying the Project area consist of sandy loam to very fine sandy loam, composed mostly of sandy silt, silty sand, or sandy gravel. Deeper soils may contain clayey sand and silty sand with interbedded layers of lean clay. Risks of expansion related to these soil units are considered very low. The modification sites are within or adjacent to the Project area; therefore, the risk to life or impacts on proposed facilities due to expansive soils would be less than significant.

The Project modifications would not result in a significant adverse effect related to expansive soils at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater — *No Impact*

The Project modifications would not involve the installation or use of septic tanks, either during construction or operation of the Project. No impact would result.

The Project modifications would not result in a significant adverse effect related to wastewater disposal at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.7 Energy

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion of Checklist Responses

a-b. Result in wasteful, inefficient, and unnecessary consumption of energy during construction or operation or conflict with or obstruct a state or local energy plan — *Less than Significant*

The Project modifications would not require substantial quantities of fossil fuel since they consist primarily of changes to construction locations. Construction activities would require some fossil fuel use for construction equipment, material hauling, and worker commuting. However, the amount of fossil fuel use would not be substantially different from the amount evaluated in the EIR. No operational activities related to the Project modifications would substantially increase the need for additional energy resources. Likewise, the Project would not conflict with a state or local energy plan, and the Project modifications consist primarily of changes to construction locations.

The Project modifications would not result in a significant adverse effect related to energy use or conservation at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Discussion of Checklist Responses

a. Generate a net increase in greenhouse gas emissions which may have a significant impact on the environment — *No New Impact*

As discussed in items 3.3(a-d) in Section 3.3, "Air Quality," construction activities for the Project were found to have significant and unavoidable impacts with regard to air quality because, at the time the EIR was being prepared, insufficient design information was available to quantitatively assess emissions that would be generated by the Project. Mitigation Measure AQ-1 (Prepare Quantitative Analysis of Construction-related Air Quality and Greenhouse Gas Emissions, and Implement Measures to Cap Emissions) would require quantitative analysis of construction impacts but, without such information, it is not possible to ascertain whether air quality impacts can be mitigated to a less-than-significant level. Replacement of the Aldrich Road bridge at Modification Site 1 would involve additional construction activities, which would be included in the quantitative analysis required by Mitigation Measure AQ-1. Although the EIR found that the impact of the Project as a whole would be significant and unavoidable, the impact of the Project modifications would not be substantially more severe than previously analyzed. Changes to pipeline routes at Modification Sites 2 and 3 would involve similar amounts of construction to those already contemplated, and these would also be included in the quantitative analysis of air pollutant emissions. None of the proposed modifications would result in changes to operational emissions for the Project.

With implementation of Mitigation Measure AQ-1, the Project modifications would not result in a significant adverse change related to greenhouse gas emissions at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases — *No New Impact*

The EIR disclosed that, with implementation of Mitigation Measure AQ-1, the Project would minimize construction-related greenhouse gases (GHG) emissions to the maximum extent feasible. Therefore, the project would comply with all applicable plans, policies, and regulations, including Assembly Bill 32 and Senate Bill 32, and as well as the policies and actions described in California Air Resources Control Board's Scoping Plan. However, at this time the state is still developing strategies that will be needed to fully reach the goals of Senate Bill 32 and Executive Order S-3-05, and new strategies may be developed that are inconsistent with the proposed project. Therefore, Mitigation Measure AQ-1 would reduce this impact, but not necessarily to a less-than-significant level. The impact of the Project modifications would be similar to, and part of, the impact evaluated quantitatively through implementation of Mitigation Measure AQ-1 and, thus, is not a new impact.

The Project modifications would not result in a significant adverse effect related to GHG reduction plans, policies, or regulations at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the study area?	☐	☐	☒	☐
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the study area?	☐	☐	☒	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

Discussion of Checklist Responses

a-b. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment — *Less than Significant with Mitigation / No New Impact*

Construction activities at the Project modification sites could pose the same hazards as other project activities, as described in the EIR. Accidental spills or improper use, storage, transport, or disposal of hazardous materials (e.g., fuel, lubricating fluids, and solvents) could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

Although these hazardous materials could pose a hazard, project activities would be required to comply with extensive regulations so that substantial risks would not result. In addition, SRWA or its contractor(s) would be required to prepare a SWPPP as part of its compliance with applicable National Pollutant Discharge Elimination System (NPDES) permits under Section 402 of the CWA; the SWPPP would include spill prevention measures for stationary-source equipment and immediate spill cleanup.

The EIR included Mitigation Measure HYD/WQ-1 to reduce impacts from construction and operation of project elements that would be located in a flood hazard area. None of the modification sites would be within the area identified as a flood hazard area; therefore, the mitigation does not apply to these project elements.

Compliance with standard federal and state hazardous materials handling and storage regulations and the SWPPP prepared for the proposed project would reduce hazards to the public or the environment associated with routine transport, use, disposal, and/or accidental release of such materials during project operation. However, the potential remains for significant impacts from such activities, and the EIR included Mitigation Measure HAZ-1 (Prepare and Implement a Hazardous Materials and Waste Management Plan for Construction and Operation) to ensure that the impact would be reduced to a less-than-significant level.

Construction and operation at Modification Site 1 and construction at all three modification sites would be subject to the same regulatory requirements as the Project, and Mitigation Measure HAZ-1 would be applicable to the modification sites.

With implementation of Mitigation Measure HAZ-1, the Project modifications would not result in a significant adverse effect related to hazards at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c-d. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, or be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, impacts related to hazardous emissions would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to hazardous emissions at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e-f. Located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard for people residing or working in the study area — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. The nearest of the modification sites to the Modesto City-County Airport is 4 miles from that facility. Therefore, the impacts related to airport hazards would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to airport hazards at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan — *Less than Significant with Mitigation / No New Impact*

To minimize the potential for the Project to interfere with an adopted emergency response plan or emergency evacuation plan, the EIR determined that SRWA or its contractor(s) would implement Mitigation Measure TRANS-1 (Prepare and Implement a Construction Traffic Management Plan), which requires preparation of a construction traffic management plan that would identify haul routes, traffic control measures, and procedures for public notification of traffic delays or detours.

The construction activities that would occur at the modification sites would be similar to those at other locations as part of Project construction. The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, the impact related to emergency response access would be the same as that stated in the EIR and would be less than significant with implementation of Mitigation Measure TRANS-1.

The Project modifications would not result in a significant adverse effect related to emergency response access at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Proposed Project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year-flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year-flood hazard area structures that would impede or redirect floodflows?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion of Checklist Responses

a, f. Violate any water quality standards, waste discharge requirements or otherwise substantially degrade water quality — *Less than Significant*

The EIR disclosed that project-related construction activities would disturb greater than 1 acre of land; therefore, the project-related construction would be subject to the NPDES General Construction Permit. This permit would require preparation of a SWPPP, which would include measures to minimize potential for release of contaminants and possible transport of contaminants off site. The SWPPP would include good housekeeping measures for vehicle storage and maintenance (e.g., place all equipment or vehicles that are to be fueled in a designated area fitted with appropriate best management practices), as well as a spill response element to ensure that equipment and materials for cleanup of spills are available on site. The SWPPP also would include best management practices to provide effective erosion and sediment discharge control (e.g., soil cover for exposed slopes, perimeter controls, stabilized construction entrances and exits). Compliance with the NPDES General Construction Permit and implementation of the SWPPP would prevent adverse impacts on water quality from project construction activities.

The modification sites are within or adjacent to the project area evaluated in the EIR and would be subject to the same permit requirements. Therefore, the impact related to water quality would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to water quality at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or lowering of the local groundwater table level — *Less than Significant*

Construction activities at the modification sites would not require the use of large amounts of groundwater. As with other portions of the Project, construction water demand would

likely be met using water trucks, whose supplies may derive from groundwater. This demand during construction would not substantially deplete groundwater supplies, and water sprayed for dust control would for the most part flow back into the soil. The impact of the Project modifications on groundwater during construction would be less than significant. Groundwater use would not be affected by project operation.

The Project modifications would not result in a significant adverse effect related to water quality at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c, e. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, resulting in substantial erosion or siltation on-site or off-site, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff — *Less than Significant*

As described in item 3.10(a) above, activities at Modification Site 1 at the Aldrich Road crossing of the Ceres Main Canal would comply with the same NPDES permit requirements and SWPPP measures that apply to the Project as a whole. Modification Sites 2 and 3 are located in the vicinity of urbanized intersections, and drainage at these sites would flow to the existing storm drainage system. Therefore, the impact related to drainage and runoff would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to drainage and runoff at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff resulting in flooding on-site or off-site — *Less than Significant*

Modification Site 1 would involve construction of a replacement bridge and demolition of the existing bridge over the Ceres Main Canal. As described in Chapter 2, *Project Description,* the canal would remain intact throughout construction and its course would not be altered. Aside from this bridge replacement, no additional impervious surface would be created at the modification sites compared to the project analyzed in the EIR. Therefore, the impact related to drainage and surface runoff would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to drainage and surface runoff at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

g-h. Place housing within a 100-year-flood hazard area, as mapped on a federal flood hazard boundary or flood insurance map or other flood hazard delineation map, or place structures within a 100-year flood hazard area resulting in impeding or redirect flood flows — *No Impact*

The Project modifications would not involve construction of new housing or other residential structures, and would not involve construction within a 100-year flood hazard area. There would be no impact.

The Project modifications would not result in a significant adverse effect related to flood hazards at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding resulting from the failure of a levee or dam — *Less than Significant*

The Project modification sites are not located within the mapped dam inundation area for Don Pedro Reservoir. Therefore, the impact related to flooding from dam inundation would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to flooding from dam inundation at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

j. Contribute to inundation by seiche, tsunami, or mudflow — *No Impact*

The Project modification sites are not located within an area subject to seiche, tsunami, or mudflow. Therefore, there would be no impact related to these hazards, as stated in the EIR.

The Project modifications would not result in a significant adverse effect related to seiche, tsunami, or mudflow at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Checklist Responses

a-b. Divide an established community or conflict with land use plans or policies — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. Therefore, the impact related to water quality would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to established communities or land use plans and policies at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Conflict with an applicable HCP — *No Impact*

The modification sites are within or adjacent to the project area evaluated in the EIR. As described in the EIR, no HCP is applicable to the Project area. Therefore, the impact related to HCPs would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to HCPs at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion of Checklist Responses

a-b. Result in the loss of availability of a known mineral resource or locally important mineral resource recovery site — *No Impact*

The modification sites are within or adjacent to the project area evaluated in the EIR. As described in the EIR, no mineral resources would be affected by Project activities. Therefore, the impacts related to mineral resources would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to mineral resources at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☒	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e. For a project located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☐	☒

Discussion of Checklist Reponses

a-d. Noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state or federal standards; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; or substantial permanent or temporary/periodic increase in ambient noise levels in the project vicinity above levels existing without the project — *No New Impact*

The modification sites are within or adjacent to the project area evaluated in the EIR. Demolition of the bridge at Modification Site 1 and construction of the replacement bridge would introduce additional noise- and vibration-producing activities to the Project area; however, this site is adjacent to the WTP site, which was described in the EIR as having similar impacts. Construction activities at the modification sites would be subject to the following mitigation measures identified in the EIR to address significant impacts related to noise and vibration during construction:

- Mitigation Measure NOI-1. Limit Nighttime Construction Noise
- Mitigation Measure NOI-3. Implement Vibration Reduction Measures

Following construction, no additional noise or vibration would result from the Project modifications. The impacts related to noise and vibration during construction would be the same as those stated in the EIR.

The Project modifications would not result in a significant adverse effect related to noise and vibration at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e-f. For a project located within an airport land use plan area, or, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels — *No Impact*

As described in items 3.9(e) and (f) above, none of the modification sites are within 2 miles of an airport. Therefore, the impacts related to noise would be the same as those stated in the EIR and there would be no impact.

The Project modifications would not result in a significant adverse effect related to airport noise at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☒	☐	☐

Discussion of Checklist Responses

a. Induce population growth — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR and the modifications primarily involve changes to construction locations. Therefore, the impacts related to population growth would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to population growth at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Displace a substantial number of existing housing or people — *Less than Significant with Mitigation / No New Impact*

The EIR found that, although the Project would not displace existing housing or people, access to residences along the Ceres finished water transmission pipeline alignment could be affected for brief periods during construction. Mitigation Measure TRANS-1 (Prepare and Implement a Construction Traffic Management Plan) would ensure that access to these residences would be maintained during construction and reduce the impact to a less-than-significant level.

The modification sites are within or adjacent to the project area evaluated in the EIR. Construction of the replacement bridge at Modification Site 1 would be scheduled such that the existing bridge would remain in place until the new bridge could be used; however, access

could be affected for some residences during construction. Likewise, Modification Site 2 is located along the Ceres finished water transmission main alignment, and construction activities at that location could affect nearby residences. Implementation of Mitigation Measure TRANS-1 would ensure that this impact would be reduced to a less-than-significant level.

The Project modifications would not result in a significant adverse effect related to displacement of people or residences at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Long-term inducement of substantial population growth, both directly and indirectly — *No New Impact*

The EIR disclosed that the Project would involve upgrading the treated water distribution system to deliver more water, thereby potentially removing an obstacle to planned development that would support population growth in the participating jurisdictions. This impact was found to be significant and unavoidable.

The Project modifications are part of the Project and, as such, would enable the Project to have the identified impact. Therefore, the impact related to inducement of population growth would be the same as that stated in the EIR. No new impact would result, and the Project modifications would not increase the severity of the impact. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

Discussion of Checklist Responses

a. Result in adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities:

i-iv. Fire protection, police protection, schools, parks — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR and the modifications primarily involve changes to construction locations. Therefore, the impacts related to fire protection, police protection, schools, and parks would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to public services at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

v. Other public facilities — *No Impact*

The modification sites are within or adjacent to the project area evaluated in the EIR and the modifications primarily involve changes to construction locations. Therefore, the impact related to other public facilities would be the same as that stated in the EIR; no impact would result.

The Project modifications would not result in a significant adverse effect related to public services at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion of Checklist Responses

a-b. Increase use of existing parks or recreational facilities or require creation of new or altered recreational facilities — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR and the modifications primarily involve changes to construction locations. None of the modifications would affect recreational facilities or require the creation of new or altered recreational facilities, including Fox Grove Regional Park. Therefore, the impact related to other recreational facilities would be the same as that stated in the EIR; no impact would result.

The Project modifications would not result in a significant adverse effect related to recreational services at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.17 Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e. Result in inadequate emergency access?	☐	☒	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐

Discussion of Checklist Responses

a-b. Conflict with applicable circulation plans, ordinances, policies, or congestion management plans — *Less than Significant with Mitigation / No New Impact*

As described in the EIR, the Project would involve construction activities along roadways within the project area. The modification sites are within or adjacent to the project area evaluated in the EIR and would be subject to the same transportation policies and programs applicable to the Project. The potential exists for construction activities to reduce level of service on area roadways. Mitigation Measure TRANS-1 would reduce this impact to a less-than-significant level, as indicated in the EIR for the entire Project. Therefore, the impact related to transportation policies and programs would be the same as that stated in the EIR and would be less than significant with mitigation.

The Project modifications would not result in a significant adverse effect related to transportation policies and programs at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Change in air traffic patterns — *No Impact*

As stated in the EIR, the Project would not generate any population or change in air traffic patterns such as restrictions on local airspace. Similar to the other Project elements, construction and operation of the proposed modifications would not be located near an airport or be tall enough to affect air traffic. Therefore, the impact related to air traffic patterns would be the same as that stated in the EIR; no impact would result.

The Project modifications would not result in a significant adverse effect related to air traffic patterns at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Increased hazards resulting from design features — *Less than Significant with Mitigation / No New Impact*

As described in the EIR, the Project would involve construction activities along roadways within the project area. This is also true at the modification sites. In particular, construction activities on Aldrich Road north of the Ceres Main Canal may pose increased hazards to drivers who may access this portion of the road. Implementation of Mitigation Measure TRANS-1 would require preparation of a construction traffic management plan that would identify haul routes, traffic control measures, and procedures for public notification of traffic delays or detours. With implementation of Mitigation Measure TRANS-1, the potential for increases in hazards from the proposed project would be reduced to a less-than-significant level.

The Project modifications would not result in a significant adverse effect related to traffic hazards at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

e. Inadequate emergency access — *Less than Significant with Mitigation / No New Impact*

The EIR disclosed that traffic could be delayed and lanes temporarily closed when construction material or vehicles are being moved on and off the Project sites, especially at high-volume intersections or during construction of the treated water transmission mains on East Hatch Road and Berkeley Road. This includes the modification sites. Such construction activities could interfere with emergency access, creating a potentially significant impact. Implementation of Mitigation Measure TRANS-1 would provide traffic control at the project access road that could allow emergency vehicles access to the site. Therefore, the impact related to emergency access would be the same as that stated in the EIR and would be less than significant with mitigation.

The Project modifications would not result in a significant adverse effect related to emergency access at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

f. Conflict with alternative transportation policies, plans, or programs — *Less than Significant*

The modification sites are within or adjacent to the project area evaluated in the EIR. As with the Project as a whole, bicycle routes have been proposed but not yet planned, funded, or constructed for some portions of the pipeline routes; therefore, the Project and proposed modifications would not conflict with them. Therefore, the impact related to alternative transportation policies would be the same as that stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to alternative transportation policies at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion of Checklist Responses

a-b. Cause a substantial adverse change to tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, or determined by the lead agency to be significant — *Less than Significant with Mitigation / No New Impact*

No tribal cultural resources (TCRs) were identified through consultations with tribes with a traditional and cultural affiliation with the proposed project area, pursuant to Pub. Res. Code Section 21080.3. Therefore, there would be no impact on TCRs as the result of project construction, including at the modification sites.

If Native American archaeological remains or Native American human remains are identified during the course of construction that are subsequently determined to be TCRs, however, these resources would be treated according to the standards described in Mitigation Measure

CUL-2 for archaeological resources and Mitigation Measure CUL-4 for human remains. Therefore, the impact related to TCRs would be the same as that stated in the EIR and would be less than significant with mitigation.

The Project modifications would not result in a significant adverse effect on TCRs at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
Would the Project:				
a. Exceed wastewater treatment requirements of the applicable RWQCB?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or an expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new stormwater drainage facilities or an expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or would new or expanded entitlements be needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Checklist Responses

a, e. Exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board or result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand — *Less than Significant*

The EIR disclosed that the Project would not be expected to generate substantial quantities of wastewater during operation and found these impacts to be less than significant. The modification sites are within or adjacent to the project area evaluated in the EIR and would similarly not generate substantial quantities of wastewater. Therefore, the impacts related to wastewater treatment requirements or capacity would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to wastewater treatment requirements or capacity at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

b. Require the construction of new water or wastewater treatment facilities or expansion of existing facilities — *No Impact*

The Project itself is a water treatment facility, and no new or expanded existing water or wastewater treatment facilities would be necessary as a result of the Project. The modification sites are within or adjacent to the project area evaluated in the EIR and would similarly not require the construction of new water or wastewater facilities. Therefore, the impact related to water and wastewater treatment would be the same as that stated in the EIR; there would be no impact.

The Project modifications would not result in a significant adverse effect related to water or wastewater facilities at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

c. Require the construction of new stormwater drainage facilities or expansion of existing facilities — *No Impact*

As described in Section 3.10, "Hydrology and Water Quality," the project modifications would meet NPDES permit requirements and SWPPP measures that are required for the entire Project. Therefore, the impact related to stormwater drainage would be the same as that stated in the EIR; there would be no impact.

The Project modifications would not result in a significant adverse effect related to stormwater drainage at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources — *No Impact*

As described in the EIR, the Project would involve transfer of up to 30,000 acre-feet per year of water from TID to SRWA via release from New Don Pedro Reservoir and later rediversion downstream. TID already is entitled to the water that would be released from New Don Pedro Reservoir to be rediverted at the location of the infiltration gallery. As such, the Project would not require any new water supply entitlements.

No additional water supply would be required for the project modifications. Therefore, the impact related to water supply would be the same as that stated in the EIR; there would be no impact.

The Project modifications would not result in a significant adverse effect related to water supply at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

f-g. Comply with all applicable regulations related to solid waste and have available landfill capacity to accommodate the project's solid waste — *Less than Significant*

The EIR disclosed that the Project would generate spoils and waste material during construction that may require disposal in a landfill. Site preparation, grading, and excavation for construction of the WTP would generate organic material during removal of orchard trees at the site and spoils during excavation of foundations. To the extent practicable, such material would be reused on site, depending on its characteristics and engineering properties. Trenching for installation of the raw and finished water pipelines would generate spoils material that might need to be transported to the landfill, depending on the excavation and trenching methods used. The Fink Road Landfill is projected to close in 2023, but several large transfer stations are also available in the county or in neighboring counties with sufficient capacity to serve the Project.

The project modifications would primarily involve changes to construction locations that would not require additional excavation or off-hauling of spoils. Some off-hauling may be required at Modification Site 1, similar to some of the construction activities elsewhere in the project area. Therefore, the impacts related to solid waste would be the same as those stated in the EIR and would be less than significant.

The Project modifications would not result in a significant adverse effect related to solid waste at the proposed modification sites. This finding is consistent with the overall findings of the EIR, and the Project would not introduce a new significant effect.

3.20 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion of Checklist Responses

a. Effects on environmental quality, fish or wildlife, and historic resources — *Less than Significant with Mitigation / No New Impact*

With implementation of mitigation measures identified in this Addendum No. 1, the Project modifications do not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate the important examples of the major periods of California history or prehistory.

As discussed throughout this Addendum No. 1, potentially significant impacts were identified for air quality, biological resources, cultural resources, noise, hazards and hazardous materials, geology and soils, and transportation/traffic. However, implementation of mitigation measures identified in the EIR would reduce these impacts to less-than-significant levels or, in the case of significant and unavoidable impacts of the Project as a whole, would not increase the severity of those impacts. Therefore, the Project modification would not

result in a more severe impact than what was disclosed in the EIR. There would be no additional impact.

b. Cumulative Impacts — *Less than Significant with Mitigation / No New Impact*

As defined by the State of California, cumulative impacts reflect "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines, Section 15355[b]).

The EIR identified potentially significant cumulative impacts on aesthetics, agriculture and forestry resources, biological resources, cultural and paleontological resources, hydrology and water quality, noise and vibration, transportation and traffic, and utilities and service systems. With implementation of mitigation measures described throughout this Environmental Checklist, the Project modifications are not expected to make a cumulatively considerable contribution to cumulative impacts. This conclusion is consistent with the EIR; no additional impact would occur.

c. Effects on Human Beings — *Less than Significant with Mitigation / No New Impact*

Construction activities of the proposed Project modifications could have potential adverse direct impacts on people due to impacts such as emission of air pollutants and GHGs, increased noise, and traffic in the project area. Mitigation measures identified in this Addendum No. 1 would reduce these effects to less-than-significant levels. Once construction is completed, the proposed Project modifications would have no impacts beyond those of the Project as a whole. This conclusion is consistent with the EIR; no additional impact would occur

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Chapter 4
FINDINGS

There will be no significant impact on environmental resources as a result of the proposed Project modifications at the Ceres Main Canal crossing at Aldrich Road (Modification Site 1), the BNSF crossing at East Hatch Road (Modification Site 2), or the BNSF crossing at Berkeley Road (Modification Site 3), as described in the environmental checklist (Chapter 3, *Environmental Analysis*) and as demonstrated by the analysis below and throughout this Addendum No. 1.

Changes to the environment that could occur as a result of implementation of the Project modifications have been previously described in the EIR for the Project and are categorized as having the following impacts on the environment: no impact, less than significant, less than significant with mitigation, or significant and unavoidable. Impacts categorized as being less than significant with mitigation are addressed by the Mitigation Monitoring and Reporting Program, which is presented as Appendix E in the EIR. Construction of the proposed Project modifications would result in environmental impacts similar to or less severe than those previously disclosed in the EIR. Implementation of the following mitigation measures identified in the EIR would reduce any potentially significant impacts from Project modifications to less-than-significant levels:

- Mitigation Measure AES-4. Use Shielded Lighting if Nighttime Construction Is Necessary
- Mitigation Measure AQ-1. Prepare Quantitative Analysis of Construction-related Air Quality and Greenhouse Gas Emissions, and Implement Measures to Cap Emissions
- Mitigation Measure BIO-5. Minimize Impacts on Nesting Birds with Site Assessments, Surveys, and Avoidance Measures
- Mitigation Measure BIO-6. Conduct Nesting Raptor Surveys and Establish Buffers to Avoid or Minimize Impacts on Swainson's Hawk and White-tailed Kite
- Mitigation Measure BIO-7. Conduct Preconstruction Surveys for Burrowing Owls, and Avoid or Minimize Impacts
- Mitigation Measure BIO-8. Conduct Preconstruction Surveys, Establish Buffers around Nests, and Implement Measures to Avoid or Minimize Impacts on Western Pond Turtle
- Mitigation Measure BIO-9. Conduct Preconstruction Surveys and Implement Measures to Avoid or Minimize Impacts on Special-status Bats
- Mitigation Measure CUL-2. Suspend Construction Immediately if Cultural Resources Are Discovered, Evaluate All Identified Cultural Resources for CRHR Eligibility, and Implement Appropriate Mitigation Measures for Eligible Resources
- Mitigation Measure CUL-4. Halt Construction Immediately if Human Remains Are Discovered and Implement Applicable Provisions of the California Health and Safety Code

- Mitigation Measure HAZ-1. Prepare and Implement a Hazardous Materials and Waste Management Plan for Construction and Operation
- Mitigation Measures NOI-1. Limit Nighttime Construction Noise
- Mitigation Measure NOI-3. Implement Vibration Reduction Measures
- Mitigation Measure TRANS-1. Prepare and Implement a Construction Traffic Management Plan

In conclusion, SRWA finds that the proposed modifications will not result in any previously undisclosed, potentially significant effects on the environment or a substantial increase in the severity of any previously disclosed, potentially significant environmental effects. Furthermore, to the extent the potential for such effects exists, SRWA finds that adherence to and implementation of the conditions of Project approval, as well as adherence to and implementation of the conditions of approval imposed by SRWA through the issuance of the accompanying Mitigation Monitoring and Reporting Program, will avoid or reduce the potential for such effects to below a level of significance. SRWA has determined that the CEQA review is sufficient and will not require preparation of a subsequent EIR.

Chapter 5
REFERENCES

eBird. 2017. Cornell Lab of Ornithology and Audubon National Society. Available: ebird.org/ebird/places. Accessed March 2017.Pacific Gas and Electric Company's (PG&E's) San Joaquin Valley Operation and Maintenance HCP (PG&E 2006

West Yost Associates. 2018. Preliminary Design of Replacement Bridge at Aldrich Road and Turlock Irrigation District Ceres Main Canal. Technical Memorandum. October 19. Prepared for SRWA Technical Advisory Committee.

Yerzy, Collin. Deputy Director of Public Works, Stanislaus County. April 11, 2019 – email communication with Andy Smith of West Yost Associates regarding construction requirements for Aldrich Road bridge.

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