



**SRWA**  
STANISLAUS REGIONAL  
WATER AUTHORITY

156 S. Broadway, Ste. 270, Turlock, CA 95380

(209) 668-4142 (phone) (209) 668-5695 (fax)

## **Board Meeting Agenda**

**April 18, 2019 at 3:30 p.m.**

**156 S. Broadway, Turlock, CA, Second Floor, Yosemite Conference Room**

*Chair, Chris Vierra*  
*Vice Chair, Gil Esquer*  
*Director, Amy Bublak*  
*Director, Bret Durossette*  
*Director (alternate), Channce Condit*  
*Director (alternate), Nicole Larson*

*General Manager, Robert Granberg*  
*Interim Legal Counsel, Richard P. Shanahan*  
*Board Secretary, Allison Martin*

**NOTICE REGARDING NON-ENGLISH SPEAKERS:** The Stanislaus Regional Water Authority (SRWA) meetings are conducted in English and translation to other languages is not provided. Please make arrangements for an interpreter if necessary.

**EQUAL ACCESS POLICY:** If you have a disability which affects your access to public facilities or services, contact the Board Secretary at the phone number set forth above. The Board is committed to taking all reasonable measures to provide access to its facilities and services. Please allow sufficient time for the Board to process and respond to your request.

**NOTICE:** Pursuant to California Government Code Section 54954.3, any member of the public may directly address the Board on any item appearing on the agenda, including Consent Calendar and Scheduled Matters, before or during the Board's consideration of the item.

**AGENDA PACKETS:** Prior to the Stanislaus Regional Water Authority Board meeting, a complete Agenda Packet (excluding any closed session materials) is available for review on the SRWA's website at [www.stanrwa.org](http://www.stanrwa.org) and in the Board Secretary's Office at 156 S. Broadway, Suite 270, Turlock, during normal business hours. Materials related to an item on this Agenda submitted to the Board after distribution of the Agenda Packet are also available for public inspection in the Board Secretary's Office at the address set forth above. Such documents may be available on the SRWA's website subject to staff's ability to post the documents before the meeting.

1. **A. CALL TO ORDER**
  - B. SALUTE TO THE FLAG**
2. **RECOGNITION, APPOINTMENTS, ANNOUNCEMENTS & PRESENTATIONS: None**
3. **A. SPECIAL BRIEFINGS: None**
  - B. STAFF UPDATES**
    1. General Manager Update (*Granberg*)
    2. Finance Director Report (*Lorenzi*)
  - C. PUBLIC PARTICIPATION:** This time is set aside for members of the public to address the Board concerning any item that has been described in the notice for the meeting, including Consent Calendar items, before or during consideration of that item. You will be allowed five (5) minutes for your comments. If you wish to speak regarding an item on the agenda, you may be asked to defer your remarks until the Board addresses the matter.

**4. DECLARATION OF CONFLICTS OF INTEREST AND DISQUALIFICATIONS**

- 5. CONSENT CALENDAR:** Information concerning the Consent items listed below has been forwarded to each Board member prior to this meeting for study. Unless the Chair, a Board member, or member of the audience has questions concerning the Consent Calendar, the items are approved at one time by the Board. The action taken by the Board in approving the Consent items is set forth in the explanation of the individual items.

A. *Motion:* Accepting minutes of Special Meeting of March 28, 2019

**6. PUBLIC HEARINGS:** None

**7. SCHEDULED MATTERS**

- A. Approve modifications to the Regional Surface Water Supply Project and related Addendum No. 1 to the Final Environmental Impact Report (FEIR) (SCH No. 2017022077). (*Granberg*)

**Recommended Action:**

*Resolution:* Approving modifications to the Regional Surface Water Supply Project and related Addendum No. 1 to the Final Environmental Impact Report (FEIR) (SCH No. 2017022077)

- B. Adopt the revised 2019 Stanislaus Regional Water Authority Board Meeting Schedule for 2019. (*Granberg*)

**Recommended Action:**

*Resolution:* Adopting the revised 2019 Stanislaus Regional Water Authority Board Meeting Schedule for 2019

**8. MATTERS TOO LATE FOR THE AGENDA**

**9. BOARD ITEMS FOR FUTURE CONSIDERATION**

- 10. BOARD COMMENTS:** Board members may provide a brief report on notable topics of interest. The Brown Act does not allow discussion or action by the legislative body.

**11. NEXT MEETING DATE:** May 16, 2019, Regular meeting

**12. ADJOURNMENT**



To: SRWA Board  
From: Marie Lorenzi, Finance Director  
Subject: Financial Summary as of April 12, 2019

Attached Financial Documents include:

**Activity for 6-30-2019 as of 4-12-2019**

1 - SRWA financial status as of 4-12-2019 for the 2018-19 fiscal year (Exhibit A)

Revenue received from the participating agencies \$6,305,900  
Expenses paid total \$3,948,821.90

2 - SRWA financial status - life to date as of 4-12-2019 (Exhibit B)

Revenue life to date totals \$11,788,148.15 (includes \$4,397.78 of interest)  
Expenses life to date total \$9,409,687.44  
Cumulative unexpended Revenues \$2,378,460.71

3 - Invoices submitted but unpaid as of 4-12-2019

The following invoices are in the process of being paid at 4-12-2019 and the related costs are not included in the information presented in Exhibits A - B.

Bartkiewicz, Krionick & Shanahan - March 2019	\$ 6,900.92
Overaa Construction - March 2019	156,169.55
F & M Bank (retention) - March 2019	8,219.45
West Yost - project management - February 2019	129,906.40
Granberg & Associates - March 2019	16,621.20
Horizon Water (original contract) - March 2019	10,862.00
Horizon Water (phase II contract) - March 2019	18,834.41
	<u>\$ 347,513.93</u>

**Stanislaus Regional Water Authority**

For FY 2018-19 (Updated 4-12-2019)

	Account Name	Original Budget	Amendments	Amended Budget 2018-19	Unaudited Actual 2018-19	Ceres	Turlock	TID	Totals for 2018-19
<b>REVENUES</b>									
	Interest Income			0.00					0.00
34900_001	Agency Contribution - City of Turlock	8,198,150.00	15,611.00	8,213,761.00	3,200,000.00		3,200,000.00		3,200,000.00
34900_002	Agency Contribution - City of Ceres	5,456,850.00	133,807.00	5,590,657.00	2,178,900.00	2,178,900.00			2,178,900.00
34900_004	Agency Contribution - Turlock Irrigation District	2,062,360.00	5,855.00	2,068,215.00	927,000.00			927,000.00	927,000.00
	<b>Total Revenues</b>	<b>15,717,360.00</b>	<b>155,273.00</b>	<b>15,872,633.00</b>	<b>6,305,900.00</b>	<b>2,178,900.00</b>	<b>3,200,000.00</b>	<b>927,000.00</b>	<b>6,305,900.00</b>
<b>EXPENDITURES</b>									
43011	Govt Relations	37,350.00		37,350.00	27,377.50	13,688.75	13,688.75		27,377.50
43055_002	Consultant Audit	4,440.00		4,440.00	2,200.00	1,100.00	1,100.00		2,200.00
43060_012	Contact Services Program Mgmt	4,817,610.00		4,817,610.00	1,299,997.42	625,509.76	638,588.27	35,899.39	1,299,997.42
43060_021	Contract Services General Manager	300,000.00		300,000.00	125,606.75	62,803.38	62,803.37		125,606.75
43060_022	Contract Services - Contractor Finan Eval	42,515.00		42,515.00	38,650.00	18,944.30	18,944.30	761.40	38,650.00
43060_023	Contract Services - Watershed Sanitary Survey	100,000.00		100,000.00					
43195	Special Legal Counsel	440,505.00		440,505.00	117,622.98	57,795.78	57,795.78	2,031.42	117,622.98
43329	Environmental Services	100,805.00		100,805.00	19,880.95	9,940.47	9,940.48	0.00	19,880.95
43332	Permitting	53,500.00		53,500.00	9,276.00	4,638.00	4,638.00		9,276.00
43332_001	Permitting - Environmental Mitigation	120,000.00		120,000.00					
51001	Property Acquisition - Delivery Facilities	1,436,675.00	126,000.00	1,562,675.00		0.00	0.00		0.00
51001	Property Acquisition - Regional Facilities	50,700.00		50,700.00					
51800_001	Wet Well Design	46,465.00	29,273.00	75,738.00	32,703.96	8,722.15	17,441.02	6,540.79	32,703.96
	Wet Well Construction								
51801_001	Construction Contract (Overaa)	7,297,400.00		7,297,400.00	2,023,103.00	540,168.50	1,078,313.90	404,620.60	2,023,103.00
51801_002	Construction Management (Inferrea)	607,755.00		607,755.00	170,570.81	45,542.42	90,914.23	34,114.16	170,570.81
51801_005	Environmental (Horizon)	232,040.00		232,040.00	80,908.98	28,374.15	40,523.85	12,010.98	80,908.98
43105_003	Interdepartmental Admin Support								
	Legal			0.00		0.00	0.00		0.00
	Clerical	12,500.00		12,500.00		0.00	0.00		0.00
	Financial/Accounting	10,000.00		10,000.00		0.00	0.00		0.00
43106_001	Admin Support - Ceres			0.00		0.00	0.00		0.00
44001_000	Supplies	100.00		100.00	129.45	64.73	64.72		129.45
44035	Photocopies	200.00		200.00	44.10	22.05	22.05		44.10
44040_000	Postage	5,000.00		5,000.00		0.00	0.00		0.00
47010	Bank Charges	50.00		50.00		0.00	0.00		0.00
47040_000	Dues	750.00		750.00	750.00	375.00	375.00		750.00
47090_001	Testing & Recruitment - General Manager			0.00		0.00	0.00		0.00
47095_000	Training	1,000.00		1,000.00		0.00	0.00		0.00
	<b>Total Expenditures</b>	<b>15,717,360.00</b>	<b>155,273.00</b>	<b>15,872,633.00</b>	<b>3,948,821.90</b>	<b>1,417,689.44</b>	<b>2,035,153.72</b>	<b>495,978.74</b>	<b>3,948,821.90</b>
	<b>Revenues Over (Under) Expenditures</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2,357,078.10</b>	<b>761,210.56</b>	<b>1,164,846.28</b>	<b>431,021.26</b>	<b>2,357,078.10</b>

**Stanislaus Regional Water Authority**  
**Updated as of 4-12-2019**

	City of Ceres	City of Turlock	TID	Project to Date Total Since Dec 2015	Actuals Thru 6/30/2018	Actuals For 2018-19	Total
<b>Agency Contributions</b>							
Received from Agencies - 2015-16	379,561.50	347,487.50		727,049.00	727,049.00		727,049.00
Received from Agencies - 2016-17	1,138,659.60	1,175,000.00	106,958.25	2,420,617.85	2,420,617.85		2,420,617.85
Received from Agencies - 2017-18	1,055,176.00	1,160,500.00	114,507.52	2,330,183.52	2,330,183.52		2,330,183.52
Received from Agencies - 2018-19	2,178,900.00	3,200,000.00	927,000.00	6,305,900.00	6,305,900.00		6,305,900.00
Interest Income	2,198.89	2,198.89		4,397.78	4,397.78		4,397.78
<b>Total Agency Contributions</b>	<b>4,754,495.99</b>	<b>5,885,186.39</b>	<b>1,148,465.77</b>	<b>11,788,148.15</b>	<b>5,482,248.15</b>	<b>6,305,900.00</b>	<b>11,788,148.15</b>
<b>Expenditures</b>							
Government Relations	(74,723.55)	(74,723.55)	0.00	(149,447.10)	(122,069.60)	(27,377.50)	(149,447.10)
Environmental Services (Phase I)	(243,425.12)	(243,425.13)	(32,520.11)	(519,370.36)	(499,489.41)	(19,880.95)	(519,370.36)
Project Management Services	(2,470,307.78)	(2,578,857.75)	(118,572.08)	(5,167,737.61)	(3,867,740.19)	(1,299,997.42)	(5,167,737.61)
Special Legal Expenses	(140,894.46)	(140,894.46)	(2,868.53)	(284,657.45)	(167,034.47)	(117,622.98)	(284,657.45)
Wet Well Design (West Yost)	(146,269.51)	(165,609.73)	(77,969.81)	(389,849.05)	(359,418.34)	(32,703.96)	(392,122.30)
Fees to Stan County-CEQA related to wet well Permitting	(1,136.63)	(1,136.62)	0.00	(2,273.25)			
	(10,768.58)	(10,768.59)	0.00	(21,537.17)	(12,261.17)	(9,276.00)	(21,537.17)
Wet Well Construction							
Construction Contract	(540,168.50)	(1,078,313.90)	(404,620.60)	(2,023,103.00)		(2,023,103.00)	(2,023,103.00)
Construction Management	(49,810.02)	(99,433.45)	(37,310.87)	(186,554.34)	(15,983.53)	(170,570.81)	(186,554.34)
Environmental (Phase II)	(40,823.19)	(65,375.31)	(21,336.11)	(127,534.61)	(46,625.63)	(80,908.98)	(127,534.61)
Contractor Financial Evaluation	(18,944.30)	(18,944.30)	(761.40)	(38,650.00)	0.00	(38,650.00)	(38,650.00)
Administrative Support							
Clerical Services	(9,773.80)	(9,773.79)	0.00	(19,547.59)	(19,547.59)		(19,547.59)
Accounting Services	(11,093.34)	(11,093.34)	0.00	(22,186.68)	(22,186.68)		(22,186.68)
Interim JPA attorney	(22,662.50)	(22,662.50)	0.00	(45,325.00)	(45,325.00)		(45,325.00)
Interim General Manager	(121,991.80)	(121,991.80)	0.00	(243,983.60)	(243,983.60)		(243,983.60)
General Manager	(75,918.66)	(75,918.65)	0.00	(151,837.31)	(26,230.56)	(125,606.75)	(151,837.31)
External Audit	(4,850.00)	(4,850.00)	0.00	(9,700.00)	(7,500.00)	(2,200.00)	(9,700.00)
Supplies and other Miscellaneous Expenses	(3,196.66)	(3,196.66)	0.00	(6,393.32)	(5,469.77)	(923.55)	(6,393.32)
<b>Total Expenditures</b>	<b>(3,986,758.40)</b>	<b>(4,726,969.53)</b>	<b>(695,959.51)</b>	<b>(9,409,687.44)</b>	<b>(5,460,865.54)</b>	<b>(3,948,821.90)</b>	<b>(9,409,687.44)</b>
<b>Contributions over (under) Expenditures - project to date</b>	<b>767,737.59</b>	<b>1,158,216.86</b>	<b>452,506.26</b>	<b>2,378,460.71</b>	<b>21,382.61</b>	<b>2,357,078.10</b>	<b>2,378,460.71</b>



- 1. A. **CALL TO ORDER:** Chair Vierra called the meeting to order at 3:31 p.m.  
PRESENT: Director Esquer, Director Durossette, Director Bublak, Chair Vierra  
ABSENT: None

**B. SALUTE TO THE FLAG**

**2. RECOGNITION, APPOINTMENTS, ANNOUNCEMENTS & PRESENTATIONS:**

A. Appointment: Chair

Director Bublak recommended that current Chair Vierra be re-appointed to the position of Chair.

**Action:** Motion by Director Bublak, seconded by Director Esquer, re-appointing current Chair Vierra to the position of Chair, effective immediately.  
Motion carried 4/0 by the following vote:

Director Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

B. Appointment: Vice Chair

Director Bublak recommended that Director Esquer be appointed to the position of Vice Chair.

**Action:** Motion by Director Bublak, seconded by Director Durossette, appointing Director Esquer to the position of Vice Chair, effective immediately.  
Motion carried 3/1 by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
No	Yes	Yes	Yes

**3. A. SPECIAL BRIEFINGS: None**

**B. STAFF UPDATES:**

- 1. Consultant Gerry Nakano with West Yost Associates, Inc. provided an update on Major TAC and PM Team Work Focus Areas, including working with 3 short-listed Design-Build Teams who are preparing proposals for our Project, working with our partner, TID, on the water rights petition for change, Wet Well Construction Activities, and Project Funding and Opportunities for grants and loans. Upcoming critical milestones and tasks: design-build procurement, submit the required SRF application packages, development of finance plan, and award of the DB contract in September.
- 2. Finance Director Marie Lorenzi provided an update on financial activity as of March 22, 2019. Revenue and expenses were reviewed.

**C. PUBLIC PARTICIPATION:**

Citizen Milt Trieweiler inquired about funding for the Project.

**4. DECLARATION OF CONFLICTS OF INTEREST AND DISQUALIFICATIONS: None**

**5. CONSENT CALENDAR:**

**Action:** Motion by Director Bublak, second by Vice Chair Esquer, adopting the consent calendar and approving the minutes of the Special Meeting of November 16, 2018. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

**6. PUBLIC HEARINGS: None**

**7. SCHEDULED MATTERS:**

**A.** General Manager Granberg requested to approve amendments to the Bylaws of the Stanislaus Regional Water Authority. The previous bylaw amendment was in 2015. The changes include updating the project language to match the project status and updating the SRWA Board participation, voting requirements and meeting schedule.

**Discussion:**

A discussion commenced regarding Robert’s Rules of Order and term limits.

Chair Vierra opened public participation.

Citizen Milt Trieweiler inquired about the number of Board members.

Chair Vierra closed public participation.

**Action:** Motion by Director Durossette, second by Vice Chair Esquer, approving amendments as proposed and altered as discussed to the Bylaws of the Stanislaus Regional Water Authority. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

**B.** General Manager Granberg requested to authorize a WaterSMART water and energy efficiency grant application with the Bureau of Reclamation.

**Discussion:**

Lindsay Smith from West Yost Associates, Inc. prepared the application and will submit it if approved.

Chair Vierra opened public participation. There being no public response, Chair Vierra closed public participation.

**Action:** Motion by Director Bublak, second by Vice Chair Esquer, authorizing a WaterSMART water and energy efficiency grant application with the Bureau of Reclamation. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

- C. General Manager Granberg requested to accept Geer Road Ranch, LLC easements and appropriate \$126,000 to account number 950-53-552.51001 "Property Acquisition" to provide funding for permanent and temporary easement acquisitions related to the Ceres Finished Water Transmission Main Alignment to be funded by contributions from the City of Ceres.

**Discussion:**

Lindsay Smith from West Yost Associates, Inc. presented an overview of the easement for the Ceres water transmission main line.

Chair Vierra opened public participation. There being no public response, Chair Vierra closed public participation.

**Action:** Resolution 2019-001 Motion by Director Bublak, second by Director Durossette, accepting Geer Road Ranch, LLC easements and appropriating \$126,000 to account number 950-53-552.51001 "Property Acquisition" to provide funding for permanent and temporary easement acquisitions related to the Ceres Finished Water Transmission Main Alignment to be funded by contributions from the City of Ceres. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

- D. General Manager Granberg requested to approve an amendment to the Special Services Agreement with West Yost Associates for the Wet Well Design Revision, Surface Water Supply Project (Project) to provide on-going "Engineering Services During Construction (ESDC)" for the Project and increasing the contract amount by \$29,273 to a new total of \$419,432, and appropriate \$29,273 to account number 950-53-552.51800\_001 "Wet Well Design" to be funded by contributions from SRWA participating members in accordance with previously approved cost sharing agreements.

**Discussion:**

General Manager Granberg explained the reason for the increase as related to the modifications of the Wet Well design and construction.

Chair Vierra opened public participation. There being no public response, Chair Vierra closed public participation.

**Action:** Motion by Director Durossette, second by Vice Chair Esquer, approving an amendment to the Special Services Agreement with West Yost Associates for the Wet Well Design Revision, Surface Water Supply Project (Project) to provide on-



going “Engineering Services During Construction (ESDC)” for the Project and increasing the contract amount by \$29,273 to a new total of \$419,432. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

**Action:** Resolution 2019-002 Motion by Director Durossette, second by Vice Chair Esquer, appropriating \$29,273 to account number 950-53-552.51800\_001 “Wet Well Design” to be funded by contributions from SRWA participating members in accordance with previously approved cost sharing agreements. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

E. General Manager Granberg requested to approve a letter/agreement with Modesto Irrigation District concerning cooperation and cost sharing on a Tuolumne River watershed sanitary survey.

**Discussion:**

Lindsay Smith from West Yost Associates, Inc. discussed the benefits of joining the Modesto Irrigation District on the survey, including a significant cost savings.

Chair Vierra opened public participation. There being no public response, Chair Vierra closed public participation.

**Action:** Resolution 2019-003 Motion by Director Bublak, second by Director Durossette, approving a letter/agreement with Modesto Irrigation District concerning cooperation and cost sharing on a Tuolumne River watershed sanitary survey. Motion carried by the following vote:

Vice Chair Esquer	Director Durossette	Director Bublak	Chair Vierra
Yes	Yes	Yes	Yes

8. MATTERS TOO LATE FOR THE AGENDA: None

9. BOARD ITEMS FOR FUTURE CONSIDERATION: None

10. BOARD COMMENTS:

Director Durossette thanked the Board and staff for altering the meeting schedule.

Director Bublak stated she is working with the State and Federal governments for Project financing options, and is interested in communicating with Stanislaus County to make the Project more regional.

Chair Vierra updated the Board on the Project tour with Congressman Josh Harder who will be assisting with possible funding options.

11. NEXT MEETING DATE: April 18, 2019 Regular Meeting
12. ADJOURNMENT: Motion by Vice Chair Esquer, second by Director Durossette, to adjourn at 4:17 p.m. Motion carried 4/0.

*Respectfully submitted,*

DRAFT

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Allison Martin, Board Secretary



From: Horizon Water and Environment

Prepared by: Debra Lilly, Horizon Water and Environment

**1. ACTION RECOMMENDED:**

Resolution: Approving modifications to the Regional Surface Water Supply Project and related Addendum No. 1 to the Final Environmental Impact Report (FEIR) (SCH No. 2017022077).

**2. DISCUSSION OF ISSUE:**

On August 8, 2018, the Stanislaus Regional Water Authority (SRWA) certified a Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2017022077) for its Regional Surface Water Supply Project (the Project) in compliance 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 Project. Since the FEIR was certified, additional design and planning work was completed by the Project engineers and SRWA has identified several aspects of project construction that were not known or fully designed or evaluated 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 FEIR as being the primary access route to the proposed water treatment plant (WTP). SRWA later determined that the bridge is not certified for the weight and amount of traffic anticipated during Project construction and operation. Therefore, SRWA proposes to remove the existing bridge and install a replacement bridge at the same location.
- **Modification Site 2 - BNSF Crossing at Hatch Road:** As described in the FEIR, 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 Hatch Road ROW for a small 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 small 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.

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 FEIR was prepared.

SRWA has prepared the attached Addendum No. 1 to the Stanislaus Regional Water Authority Surface Water Supply Project Environmental Impact Report pursuant to CEQA. The purpose of this Addendum is to document SRWA's evaluation of these proposed Project modifications to determine whether the environmental effects of construction and operation were covered in the previously certified FEIR. 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 FEIR, and no new environmental document is required.

Agency staff therefore have prepared a proposed resolution (which is attached) that would (1) approve the Project changes described above, and (2) approve Addendum No. 1.

### 3. FISCAL IMPACT / BUDGET AMENDMENT:

Approval of a contract for the design and construction of the Regional Surface Water Supply Project requires subsequent Board approval. Approving the resolution by itself therefore does not have a direct fiscal impact. However, adoption of this resolution is a condition precedent to approval of the planned design-build contract, which will have fiscal impacts for SRWA, as will be set forth in the analyses accompanying that item.

### 4. GENERAL MANAGER'S COMMENTS:

The General Manager recommends the Board concur with the staff recommendation to approve the resolution and the related Addendum No. 1 to the EIR for the Surface Water Supply Project (SCH No. 2017022077) in accordance with CEQA.

### 5. ENVIRONMENTAL DETERMINATION:

See above.

**6. ALTERNATIVES:**

The Board could choose not to approve the resolution, which means the Board would not approve the Project modifications or the Addendum No. 1 to the FEIR for the Regional Surface Water Supply Project. SRWA must comply with CEQA before it undertakes any project that has the potential to affect the environment. If the Board found Addendum No. 1 to be inadequate or otherwise decided not to adopt the resolution, the Board could either choose to prepare additional environmental review of the proposed modifications under CEQA or determine that the modifications would not be incorporated into the Project design and construction.



**SRWA**  
 STANISLAUS REGIONAL  
 WATER AUTHORITY

**BEFORE THE BOARD OF THE STANISLAUS REGIONAL WATER AUTHORITY**

**IN THE MATTER OF APPROVING  
 MODIFICATIONS TO THE REGIONAL  
 SURFACE WATER SUPPLY PROJECT AND  
 RELATED ADDENDUM NO. 1 TO THE FINAL  
 ENVIRONMENTAL IMPACT REPORT (FEIR)  
 (SCH NO. 2017022077)**

**RESOLUTION NO. 2019-**

**WHEREAS**, on August 8, 2018, the Stanislaus Regional Water Authority (SRWA) certified a Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2017022077) for its Regional Surface Water Supply Project (the Project) in compliance with the California Environmental Quality Act (CEQA) and approved the Project;

**WHEREAS**, since August 2018, SRWA and its engineers and staff have further evaluated, refined, and designed the Project and its features and details, and SRWA staff now recommend some Project modifications and changes;

**WHEREAS**, in light of these proposed Project changes, SRWA staff and its environmental consultant prepared Addendum No. 1 to the Stanislaus Regional Water Authority Surface Water Supply Project Environmental Impact Report (Addendum No. 1) pursuant to CEQA to evaluate whether the Project changes result in new significant environmental impacts beyond those already identified and mitigated in the FEIR or result in substantially more severe impacts than disclosed in the FEIR;

**WHEREAS**, the specific Project changes are to (1) remove and reconstruct the existing the Aldrich Road bridge over the Turlock Irrigation District (TID) Ceres Main Canal (instead of using the existing bridge); (2) relocate the BNSF Railroad crossing area portion of the Ceres finished water transmission pipeline right-of-way from Hatch Road to the north side of the Hatch Road/Santa Fe Avenue intersection; and (3) relocate the BNSF Railroad/TID Lateral 2½ crossing area portion of the Turlock finished water transmission pipeline right-of-way from Berkeley Road to Santa Fe Avenue north of its intersection with Berkeley Road (which may be constructed pursuant to an open-cut method instead of a jack-and-bore crossing); which changes are more specifically described in Addendum No. 1 (collectively the Project Changes); and

**WHEREAS**, Addendum No. 1 concludes that the Project Changes will not result in any new or more severe impacts than those discussed in the Final EIR and that none of the conditions or circumstances that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines section 15162 exists for the proposed Project;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Stanislaus Regional Water Authority as follows:

1. The Board approves Addendum No. 1 in the form presented at this meeting.
2. The Board has reviewed and considered Addendum No. 1 in light of the Final EIR. In accordance with Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15164, and based on the Final EIR and Addendum No. 1, the Board finds and determines as follows:
  - a. The potential environmental effects of the Project have been analyzed, considered, and mitigated through the Final EIR.
  - b. In Addendum No. 1, the Agency has evaluated and considered the Project Changes and analyzed the changes. Addendum No. 1 concludes that the Project Changes do not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
  - c. The Board is not aware of any other new information of substantial importance that discloses that the Project will have other or more severe significant environmental effects not previously discussed or that previously rejected or other mitigation measures or alternatives are now feasible and effective.
  - d. Therefore, the Final EIR remains adequate and no subsequent EIR or further CEQA environmental analysis is required for the Project as modified with the Project Changes.
3. The Board modifies the Project description by approving and incorporating the Project Changes as described in Addendum No. 1.
4. The Board authorizes and directs the General Manager to prepare and file a CEQA Notice of Determination reflecting this determination.

**PASSED AND ADOPTED** at a regular meeting of the Board of the Stanislaus Regional Water Authority this 18th day of April 2019, by the following vote:

AYES:  
NOES:  
NOT PARTICIPATING:  
ABSENT:

ATTEST:

\_\_\_\_\_  
Allison Martin, Board Secretary

**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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## 1 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

2

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# Chapter 1

## INTRODUCTION

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

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

- 13
- 14 ▪ **Modification Site 1 – Ceres Main Canal Crossing at Aldrich Road:** The Aldrich  
15 Road bridge over the Turlock Irrigation District’s (TID’s) Ceres Main Canal was  
16 identified in the EIR as being the primary access route to the proposed water  
17 treatment plant (WTP). SRWA has determined that the bridge is not certified for the  
18 weight and amount of traffic anticipated during construction and operation.  
19 Therefore, SRWA proposes to remove the existing bridge and install a replacement  
20 bridge at the same location.
  - 21 ▪ **Modification Site 2 – Burlington Northern and Santa Fe Railroad (BNSF)**  
22 **Crossing at Hatch Road:** As described in the EIR, a finished water transmission  
23 pipeline will convey treated water from the WTP to the Ceres terminal tank site on  
24 East Hatch Road. The pipeline will be installed in the Hatch Road right-of-way  
25 (ROW). The project engineer has determined that the pipeline crossing of the BNSF  
26 tracks would be better designed on the north side of the Hatch Road/Santa Fe  
27 Avenue intersection. This would result in the pipeline leaving the road ROW for a  
28 short distance.
  - 29 ▪ **Modification Site 3 – BNSF Crossing at Berkeley Road:** As described in the EIR, a  
30 finished water transmission pipeline will convey treated water from the WTP to the  
31 Turlock terminal tank site on North Quincy Avenue. The pipeline will be installed in  
32 the Berkeley Road ROW. The project engineer has determined that the pipeline  
33 crossing of the BNSF tracks and TID Lateral 2½ would be better designed along  
34 Santa Fe Avenue north of its intersection with Berkeley Road. This would result in  
35 the pipeline leaving the Berkeley Road ROW for a short distance. The project  
36 engineer has determined that an open-cut crossing of the canal may be possible at  
this location rather than a bore-and-jack crossing.

---

<sup>1</sup> All references to the EIR are to the Final EIR, which includes the Draft EIR, with some modifications, and the responses to comments.

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

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

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

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

22 **2.1 Description of Project Modifications**

23 **Purpose and Objective**

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

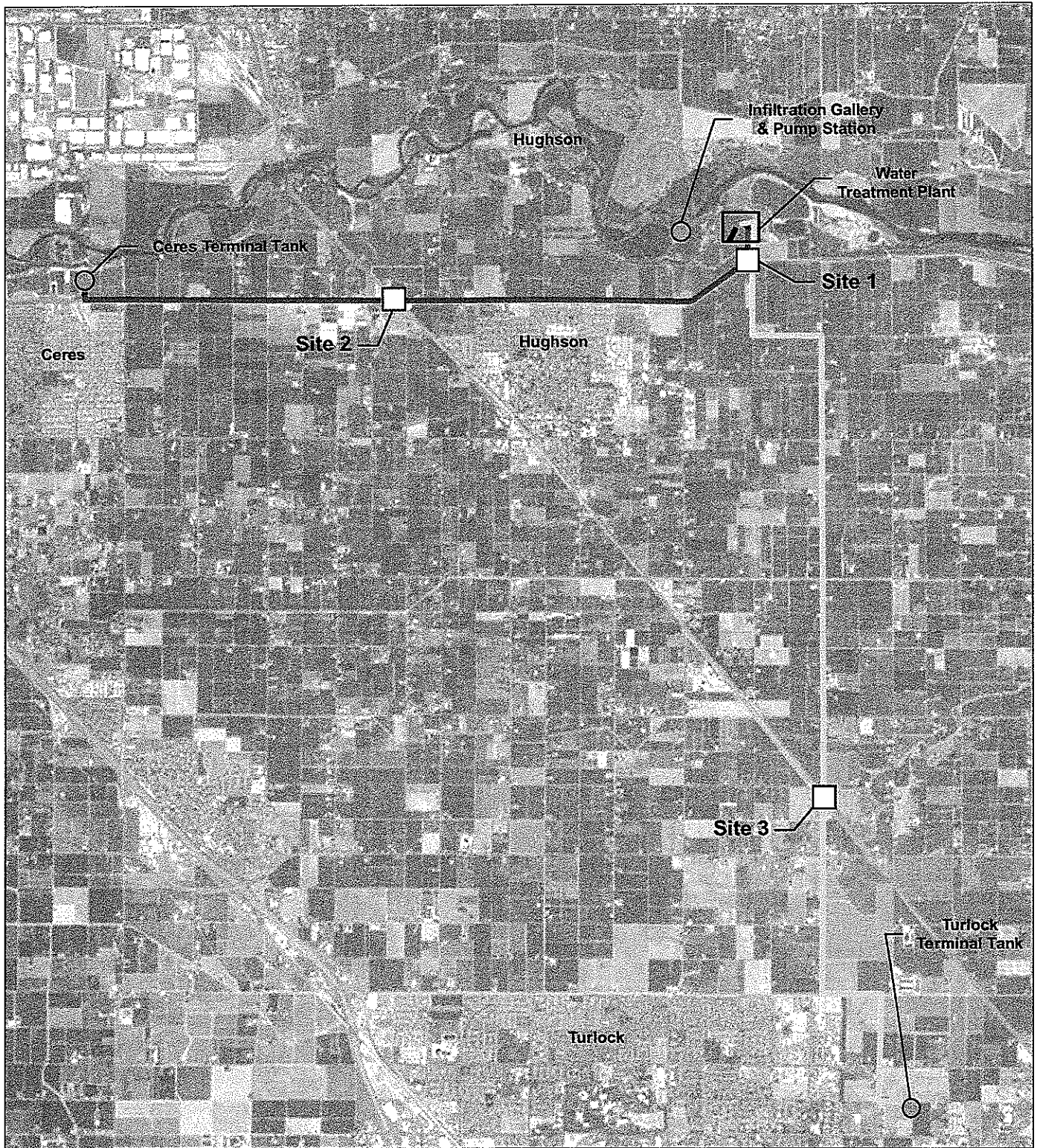
- 28
- 29 ▪ Improve the condition of the Aldrich Road bridge crossing over the Ceres Main  
Canal to allow safer and more efficient construction and operation of the WTP.
  - 30 ▪ Establish a more efficient route for the Ceres finished water transmission pipeline  
31 that would reduce construction costs and traffic interference at the Hatch Road/  
32 Santa Fe Avenue intersection at the crossing of BNSF tracks.
  - 33 ▪ Establish a more efficient route for the Turlock finished water transmission pipeline  
34 that would reduce construction costs and traffic interference at the Berkeley Road/  
35 Santa Fe Avenue intersection at the crossing of BNSF tracks and Lateral 2½.

1           **Location**

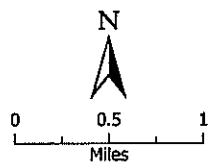
2           The proposed modifications would take place at three sites in the SWSP project area  
3           (Figures 1 through 4) in Stanislaus County:







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





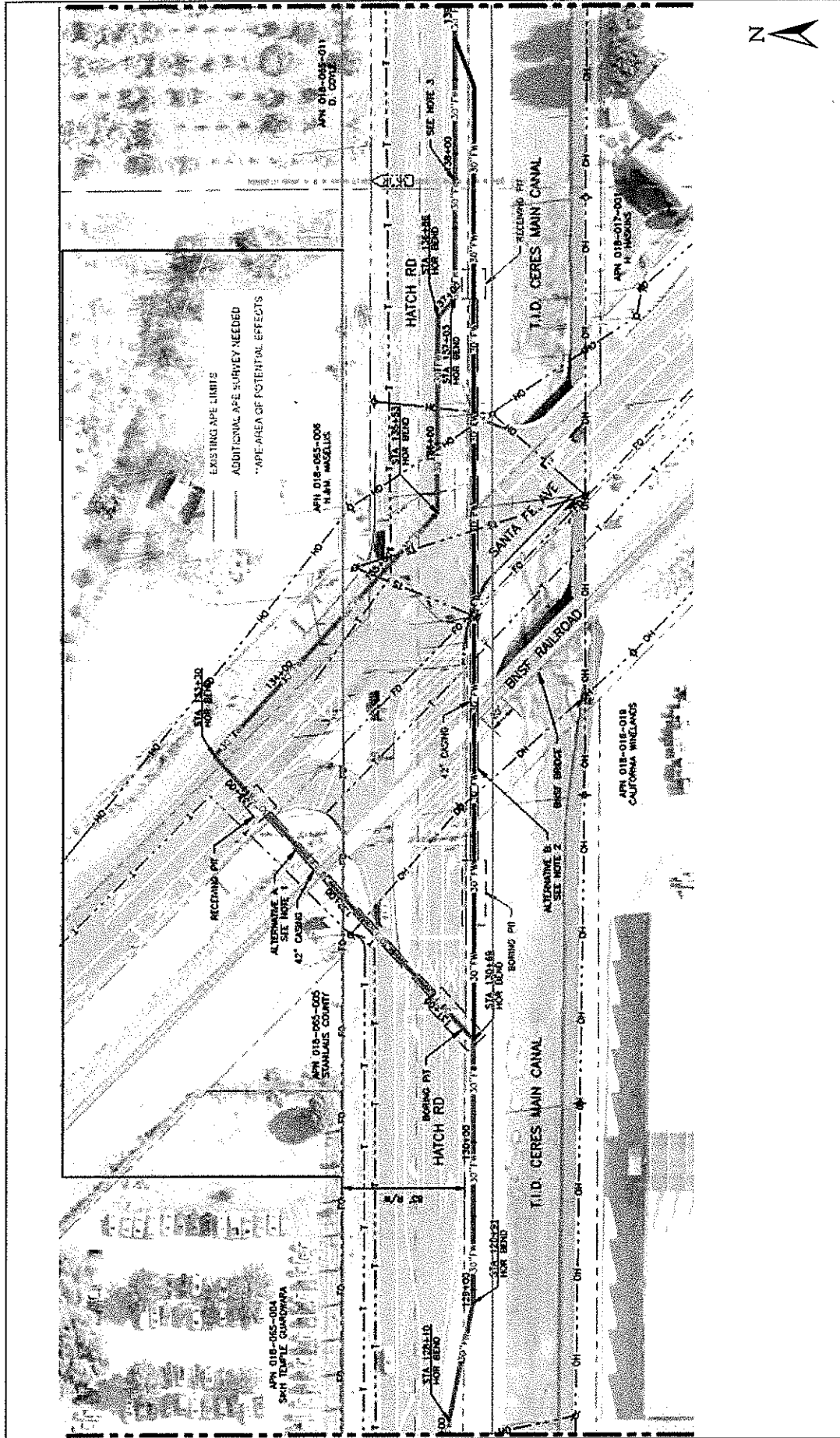
BaseMap Sources: Bing, Esri, GeoEye, Earthstar



-  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**



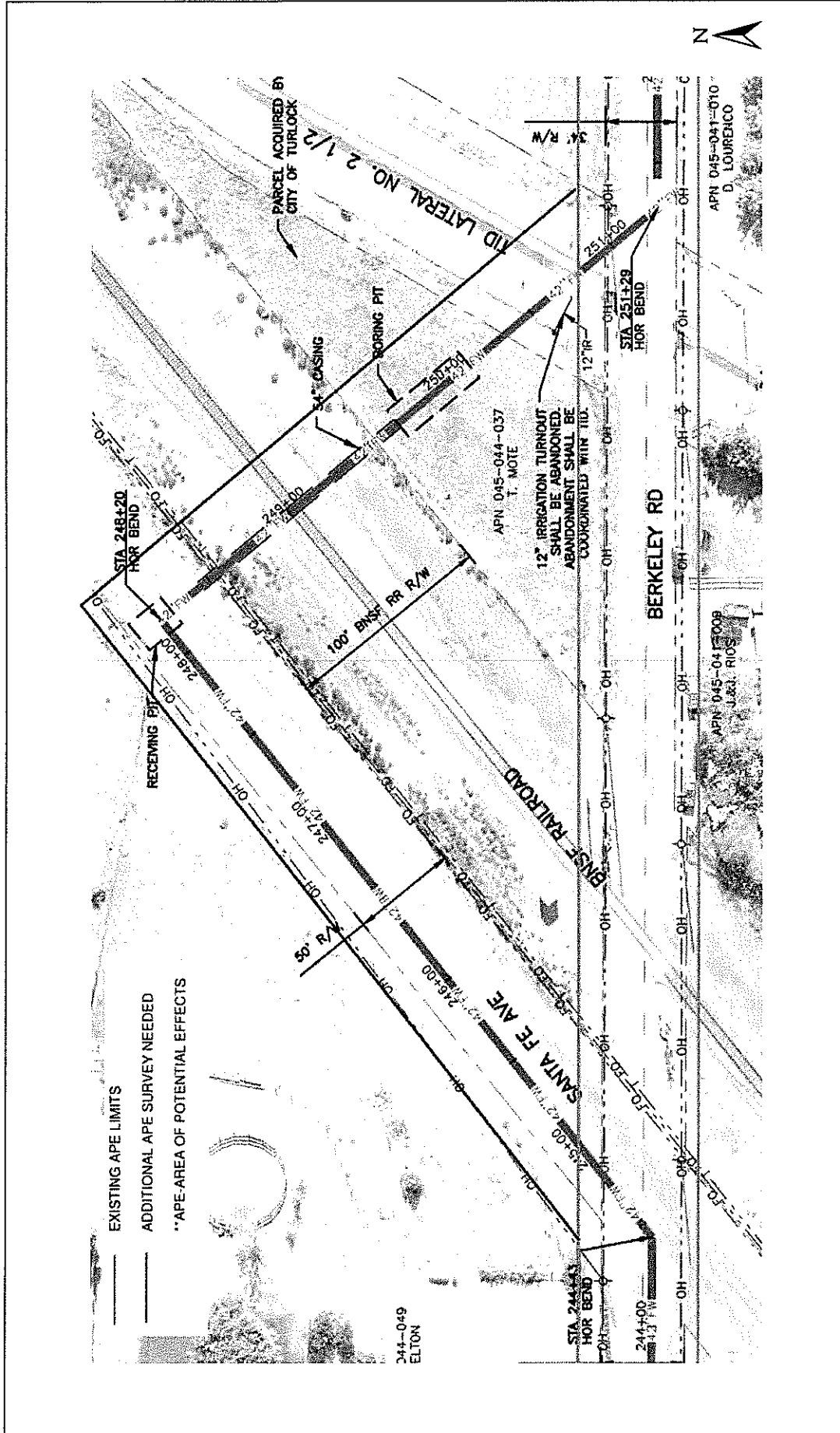


Source: West Yost Associates 2019

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

Surface Water  
 Supply Project





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

Source: West Yost Associates 2019

Surface Water  
 Supply Project

## 1 Description of Proposed Project Modifications

### 2 *Modification Site 1 – Ceres Main Canal Crossing at Aldrich Road*

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

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

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

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

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

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

#### 4 ***Modification Site 2 – BNSF Crossing at Hatch Road***

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

- 8           ▪ At the east edge of Santa Fe Avenue, the pipeline would turn northwest to follow  
9 Santa Fe Avenue for approximately 200 feet, then turn southwest to cross Santa Fe  
10 Avenue.
- 11          ▪ The pipeline would be jack-and-bored under the BNSF tracks, as was originally  
12 planned; the receiving pit and boring pit would be entirely within road ROW.
- 13          ▪ The pipeline would extend from the east edge of Santa Fe Avenue for approximately  
14 415 feet to the south edge of Hatch Road, where it would rejoin the previously  
15 proposed alignment.

#### 16 ***Modification Site 3 – BNSF Crossing at Berkeley Road***

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

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

### 29 **Construction Characteristics**

#### 30 ***Aldrich Road Bridge Modification***

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

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



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

24          Other considerations to be addressed during final design are traffic control, environmental  
 25          permit constraints, coordination with and maintenance of access for local property owners,  
 26          and coordination with other construction activities related to the Project’s WTP, raw water  
 27          transmission main and associated structures, and the Ceres and Turlock finished water  
 28          transmission mains. All of these issues would be addressed in accordance with requirements  
 29          of the EIR, as indicated in Chapter 2, *Project Description*, and the various sections of Chapter  
 30          3, *Environmental Analysis*.

### 31          Use of Existing Bridge During Construction

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

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

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

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

#### 9           Demolition of Existing Bridge

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

#### 15           **Modification Sites 2 and 3**

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

## 19           **2.2 Finding**

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

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

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

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



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

24           SRWA finds that the proposed modifications to the Project would not result in any previously  
 25           undisclosed potentially significant effects on the environment or a substantial increase in the  
 26           severity of any previously disclosed potentially significant environmental effects.  
 27           Furthermore, to the extent that the potential for such effects could exist, SRWA finds that  
 28           adherence to and implementation of the conditions of Project approval, as well as adherence  
 29           to and implementation of the conditions of approval imposed by SRWA through the issuance  
 30           of the accompanying Mitigation Monitoring and Reporting Program (Appendix A of this  
 31           Addendum No. 1), would avoid or reduce the potential for such effects to below a level of  
 32           significance. SRWA has determined that the CEQA review is sufficient and does not require  
 33           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.

1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2

3 **Discussion of Checklist Responses**

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

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

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

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

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

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

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

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

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

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

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

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

1 **3.2 Agricultural Resources**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2

3 **Discussion of Checklist Responses**

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

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

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



1 **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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

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

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

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

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

1 **3.4 Biological Resources**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan (HCP); natural community conservation plan; or other approved local, regional, or state HCP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 1 Discussion of Checklist Responses

### 2 a. Substantial adverse effect, either directly or through habitat 3 modifications, on any species identified as a candidate, sensitive, or 4 special-status species — *Less than Significant with Mitigation*

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

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

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

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

#### 24 ***Special-status Plants***

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

#### 28 ***Special-status Invertebrates***

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

#### 34 ***Special-status Fish***

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

## 1 ***Special-status Wildlife***

### 2 **Nesting Birds**

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

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

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

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

### 24 **Reptiles and Amphibians**

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

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

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

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

### 37 **Mammals**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 The EIR discloses that, although the project area is within the boundaries of the Pacific Gas  
24 and Electric Company's (PG&E's) *San Joaquin Valley Operation and Maintenance HCP* (PG&E  
25 2006), the HCP is not applicable to the Project, which is not being conducted by PG&E. There  
26 are no other HCPs or natural community conservation plans that cover the project area. The  
27 three modification sites are within the same project area evaluated in the EIR and would  
28 similarly result in no impact related to HCPs.

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

1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2

3 **Discussion of Checklist Responses**

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

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

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

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

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



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

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

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

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

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

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

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

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

1 **3.6 Geology, Soils, and Seismicity**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2

## 1 Discussion of Checklist Responses

### 2 a. Expose people or structures to potential substantial adverse effects, 3 including the risk of loss, injury, or death involving:

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

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

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

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

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

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

#### 17 iii. Seismic-related ground failure, including liquefaction — *Less than* 18 *Significant*

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

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

#### 25 iv. Landslides — *Less than Significant*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

1 **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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

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

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

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



1 **3.9 Hazards and Hazardous Materials**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 1 Discussion of Checklist Responses

### 2 **a-b. Create a significant hazard to the public or the environment through** 3 **the routine transport, use, or disposal of hazardous materials, or** 4 **through reasonably foreseeable upset and accident conditions** 5 **involving the release of hazardous materials into the environment —** 6 ***Less than Significant with Mitigation / No New Impact***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 **3.10 Hydrology and Water Quality**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Proposed Project:</b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year-flood hazard area structures that would impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1 **Discussion of Checklist Responses**

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

5 The EIR disclosed that project-related construction activities would disturb greater than  
 6 1 acre of land; therefore, the project-related construction would be subject to the NPDES  
 7 General Construction Permit. This permit would require preparation of a SWPPP, which  
 8 would include measures to minimize potential for release of contaminants and possible  
 9 transport of contaminants off site. The SWPPP would include good housekeeping measures  
 10 for vehicle storage and maintenance (e.g., place all equipment or vehicles that are to be fueled  
 11 in a designated area fitted with appropriate best management practices), as well as a spill  
 12 response element to ensure that equipment and materials for cleanup of spills are available  
 13 on site. The SWPPP also would include best management practices to provide effective  
 14 erosion and sediment discharge control (e.g., soil cover for exposed slopes, perimeter  
 15 controls, stabilized construction entrances and exits). Compliance with the NPDES General  
 16 Construction Permit and implementation of the SWPPP would prevent adverse impacts on  
 17 water quality from project construction activities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



1 **3.11 Land Use and Planning**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

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

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

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

1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

1 **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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2 **Discussion of Checklist Reponses**

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

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

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

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

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

16 **e-f. For a project located within an airport land use plan area, or, within**  
17 **2 miles of a public airport or public-use airport, would the project**  
18 **expose people residing or working in the project site to excessive**  
19 **noise levels — *No Impact***

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

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

1 **3.14 Population and Housing**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

3 **a. Induce population growth — *Less than Significant***

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

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

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

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

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

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

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

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

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

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

1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

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

1           **v. Other public facilities — *No Impact***

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

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



1 **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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

1 **3.17 Transportation/Traffic**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<b>Would the Project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 1 Discussion of Checklist Responses

### 2 **a-b. Conflict with applicable circulation plans, ordinances, policies, or** 3 **congestion management plans — *Less than Significant with Mitigation*** 4 ***/ No New Impact***

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

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

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

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

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

### 26 **d. Increased hazards resulting from design features — *Less than*** 27 ***Significant with Mitigation / No New Impact***

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

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

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

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

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

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

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

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

1 **3.18 Tribal Cultural Resources**

	Potentially Significant Impact	Less than Significant with Mitigation/ No New Impact	Less-than-Significant Impact	No Impact
<p>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:</p>				
<p>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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>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.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2

3 **Discussion of Checklist Responses**

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

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

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

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

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

### 1 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 1 Discussion of Checklist Responses

### 2 a, e. Exceed wastewater treatment requirements of the Central Valley 3 Regional Water Quality Control Board or result in a determination by 4 the wastewater treatment provider that it has inadequate capacity to 5 serve the project's projected demand — *Less than Significant*

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

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

### 16 b. Require the construction of new water or wastewater treatment 17 facilities or expansion of existing facilities — *No Impact*

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

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

### 27 c. Require the construction of new stormwater drainage facilities or 28 expansion of existing facilities — *No Impact*

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

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



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

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

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

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

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

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

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

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

1 **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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2 **Discussion of Checklist Responses**

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

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

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

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

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

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

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

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

19 Construction activities of the proposed Project modifications could have potential adverse  
20 direct impacts on people due to impacts such as emission of air pollutants and GHGs,  
21 increased noise, and traffic in the project area. Mitigation measures identified in this  
22 Addendum No. 1 would reduce these effects to less-than-significant levels. Once construction  
23 is completed, the proposed Project modifications would have no impacts beyond those of the  
24 Project as a whole. This conclusion is consistent with the EIR; no additional impact would  
25 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

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

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

Chapter 5  
REFERENCES

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From: Robert Granberg, General Manager

Prepared by: Allison Martin, Board Secretary

**1. ACTION RECOMMENDED:**

Motion: Adopting the revised 2019 Stanislaus Regional Water Authority Board Meeting Schedule for 2019

**2. DISCUSSION OF ISSUE:**

Staff is recommending the adoption of the revised Stanislaus Regional Water Authority Board (Board) regular meeting schedule. The Board will meet once a month on the third Thursday, with special Board meetings called as needed.

Although the Board does not regulate the meetings of the TAC or the Executive Technical Advisory Committee, staff and the West Yost Associates have revised their meeting schedules to align with the revised monthly Board meetings. Specifically, TAC meets on the first Thursday of every month. The Executive Technical Advisory Committee meets on the second Tuesday, one week prior to the Regular Board meeting.

The Board Secretary has developed the proposed revised meeting schedule for the SRWA 2019 Regular Board Meetings pursuant to the Bylaws amended at the March 28, 2019 Board meeting. The proposed revised meeting schedule is attached.

**3. FISCAL IMPACT / BUDGET AMENDMENT:**

N/A

**4. INTERIM GENERAL MANAGER'S COMMENTS:**

Recommend approval.

**5. ENVIRONMENTAL DETERMINATION:**

N/A

**6. ALTERNATIVES:**

The Board Chair may call for a Special Board Meeting for any time and at any place by following legal requirements for notice.



**STANISLAUS REGIONAL WATER AUTHORITY  
REGULAR BOARD MEETING SCHEDULE**

All Regular Meetings will convene at 3:30 p.m. at Turlock City Hall, 156 South Broadway, Second Floor, Yosemite Community Room, Turlock, California, unless otherwise posted. The Brown Act establishes the deadlines for posting meeting agendas. Regular Meeting agendas must be posted at least 72 hours in advance of the meeting. Special Meeting agendas must be posted at least 24 hours in advance of the meeting.

<b>BOARD MEETING DATE</b>	<b>AGENDA POSTING DEADLINE</b> (72 hours prior)	<b>PRELIMINARY REVIEW: CONTRACTS &amp; STAFF REPORTS DUE TO GENERAL COUNSEL</b> (2 weeks prior)	<b>REVIEWED &amp; APPROVED REPORTS DUE TO BOARD SECRETARY</b> (1 week prior)
<i>January 24, 2019</i>	January 21	January 10	January 17
<i>February 28, 2019</i>	February 25	February 14	February 21
<i>March 28, 2019</i>	March 25	March 14	March 21
<i>April 18, 2019</i>	April 15	April 4	April 11
<i>May 16, 2019</i>	May 13	May 2	May 9
<i>June 20, 2019</i>	June 17	June 6	June 13
<i>July 18, 2019</i>	July 15	July 4	July 11
<i>August 15, 2019</i>	August 12	August 1	August 8
<i>September 19, 2019</i>	September 16	September 5	September 12
<i>October 17, 2019</i>	October 14	October 3	October 10
<i>November 21, 2019</i>	November 18	November 7	November 14
<i>December 19, 2019</i>	December 16	December 5	December 12