Carson Transportation Management Systems

Along State Routes 88, 89, and 4 in Amador, El Dorado, and Alpine Counties
10-AMA, ED, ALP-88, 89, 4-PM Varies
Project Number 1018000275

Initial Study
with Proposed Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

November 2021

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Amador, El Dorado, and Alpine Counties in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 10 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; Amador County Library at 530 Sutter Street, Jackson, California 95642; El Dorado County Library South Lake Tahoe Branch at 1000 Rufus Allen Boulevard, South Lake Tahoe, California 96150; and Alpine County Library at 270 Laramie Street Markleeville, California 96120.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: C. Scott Guidi, Senior Environmental Planner, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. Submit comments via email to: Scott.Guidi@dot.ca.gov.
- Submit comments by the deadline: March 28, 2022.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: C. Scott Guidi, Senior Environmental Planner, District 10 Environmental Division, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; 209-479-1839 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

10-AMA, ED, ALP-88, 89, 4-PM Varies
Project Number 1018000275

The installation of various transportation management systems on State Routes 88, 89, and 4 at various post miles in Amador, El Dorado, and Alpine Counties

INITIAL STUDY
with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

James Henke

James P. Henke
Office Chief, District 10 Environmental
California Department of Transportation
CEQA Lead Agency

11/23/2021

Date

The following individual can be contacted for more information about this document:

C. Scott Guidi, Senior Environmental Planner; 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; 209-479-1839

DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

District-County-Route-Post Mile: 10-AMA, ED, ALP-88, 89, 4-PM Varies

EA/Project Number: EA 10-1G020 and Project Number 1018000275

Project Description

The California Department of Transportation (Caltrans) proposes to install traffic management systems and roadside safety improvements in and around the Kirkwood and Carson Pass area at 13 various locations in Amador, El Dorado, and Alpine Countries on State Routes 88, 89, and 4.

Determination

An Initial Study has been prepared by Caltrans, District 10.

On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on air quality, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and wildfire.

The project would have no significant effect on aesthetics, agriculture and forest resources, biological resources, greenhouse gas emissions, and utilities and service systems.

_____

James P. Henke
Office Chief, District 10 Environmental
Environmental North
California Department of Transportation

_____

Date

Table of Contents

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (known as CEQA) and the lead agency under the National Environmental Policy Act (known as NEPA).

The proposed project would install various transportation management systems and roadside safety improvements at 13 locations in the Kirkwood and Carson Pass area. This area includes Amador, El Dorado, and Alpine Counties on State Routes 88, 89, and 4. Table 1.1 includes more detail regarding the project locations, and Table 1.2 describes the proposed work for each location for the project.

The transportation management systems and roadside safety improvements that would be included in this project are:

- Changeable Message Sign: a large electronic sign structure with changeable messages used to alert the traveling public.
- Streetlight: a light mounted on a pole used to illuminate the highway.
- Video Detection Systems: a system of cameras and loop detectors that detect car movement on the state highway system to monitor traffic and highway conditions.
- Closed-Circuit Television Systems: a television system in which signals are not publicly distributed but are monitored for surveillance and security purposes.
- Road Weather Information System: a weather information system along the road consisting of automatic weather stations in the field, a communication system for data transfer, and central systems to collect field data for environmental sensitive stations.
- Highway Advisory Radios: low-powered, noncommercial radio stations used to broadcast information to the traveling public.
- Extinguishable Message Sign: a moveable sign with fixed messages to alert the traveling public.
- Maintenance Vehicle Pullouts: a parking area along the side of the highway for maintenance vehicles to tend to transportation management systems.
- Midwest Guardrail Systems: railing used as a barrier along the edge of the road.

Table 1.1 Project Locations

Location	County	State Route	Post Mile
1	Amador	88	R38.24
2	Amador	88	53.99
3	Amador	88	54.07
4	Amador	88	R65.95
5	Amador	88	71.27
6	Alpine	88	2.00
7	Alpine	88	2.3
8	El Dorado	89	8.39
9	Alpine	88	13.34
10	Alpine	88	18.86
11	Alpine	88	24.94
12	Alpine	89	14.59
13	Alpine	4	R0.84

Table 1.2 Proposed Work for Each Location

Location	Proposed Project Work
1	One video detection system, one closed-circuit television system, and one maintenance vehicle pullout.
2	One streetlight
3	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, and one maintenance vehicle pullout.
4	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, one maintenance vehicle pullout, and one streetlight.
5	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, and one maintenance vehicle pullout.
6	One road weather information system
7	One video detection system
8	One video detection system, one closed-circuit television system, one highway advisory radio, one extinguishable message sign, and one maintenance vehicle pullout.
9	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, and one maintenance vehicle pullout.
10	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, and one maintenance vehicle pullout.
11	One closed-circuit television system, one highway advisory radio, and two extinguishable message signs.
12	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, and two extinguishable message signs.
13	One changeable message sign, one video detection system, one closed-circuit television system, one road weather information system, one highway advisory radio, two extinguishable message signs, and one maintenance vehicle pullout.

The Kirkwood and Carson Pass area is a year-round mountain destination located along the Sierra Crest in the Eldorado National Forest. The census-designated town of Kirkwood is accessible by State Route 88 and experiences severe weather conditions throughout the winter months. These annual weather patterns create challenging conditions for motorists where avalanche control and chain control operations are common in the area. Caltrans has received numerous complaints from travelers, residents, Caltrans Maintenance, the California Highway Patrol, and local officials regarding winter highway traffic. Limited cell phone and radio coverage, icy road conditions, and traffic congestion are typical factors that make severe weather conditions in the Kirkwood and Carson Pass area challenging for motorists. Transportation management systems in the area would help alleviate some of these issues.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to improve roadway mobility and efficiency by addressing the effects of recurrent severe weather conditions on traffic through the strategic deployment of various transportation management systems on State Routes 88, 89, and 4.

1.2.2 Need

There is a need to inform motorists traveling through the Kirkwood and Carson Pass area of weather and traffic conditions that can affect their travel.

1.3 Project Description

Caltrans proposes to install traffic management systems and roadside safety improvements in and around the Kirkwood and Carson Pass area at 13 various locations in Amador, El Dorado, and Alpine Countries on State Routes 88, 89, and 4. The scope of work would include changeable message signs, streetlights, video detection systems, closed-circuit television systems, road weather information systems, highway advisory radios, extinguishable message signs, maintenance vehicle pullouts, and midwest guardrail systems. Two permanent easements are expected to be acquired through the U.S. Forest Service for locations 2 and 6. Location 2 would acquire 0.063 acre for lighting, and Location 6 would acquire 0.158 acre for buried conduit. Construction would involve night work, work off the pavement, excavating, grading, trenching, and vegetation and tree removal. Figure 1-1 shows the project vicinity map for the project, and Figure 1-2 show the project location map.

Figure 1-1 Project Vicinity Map

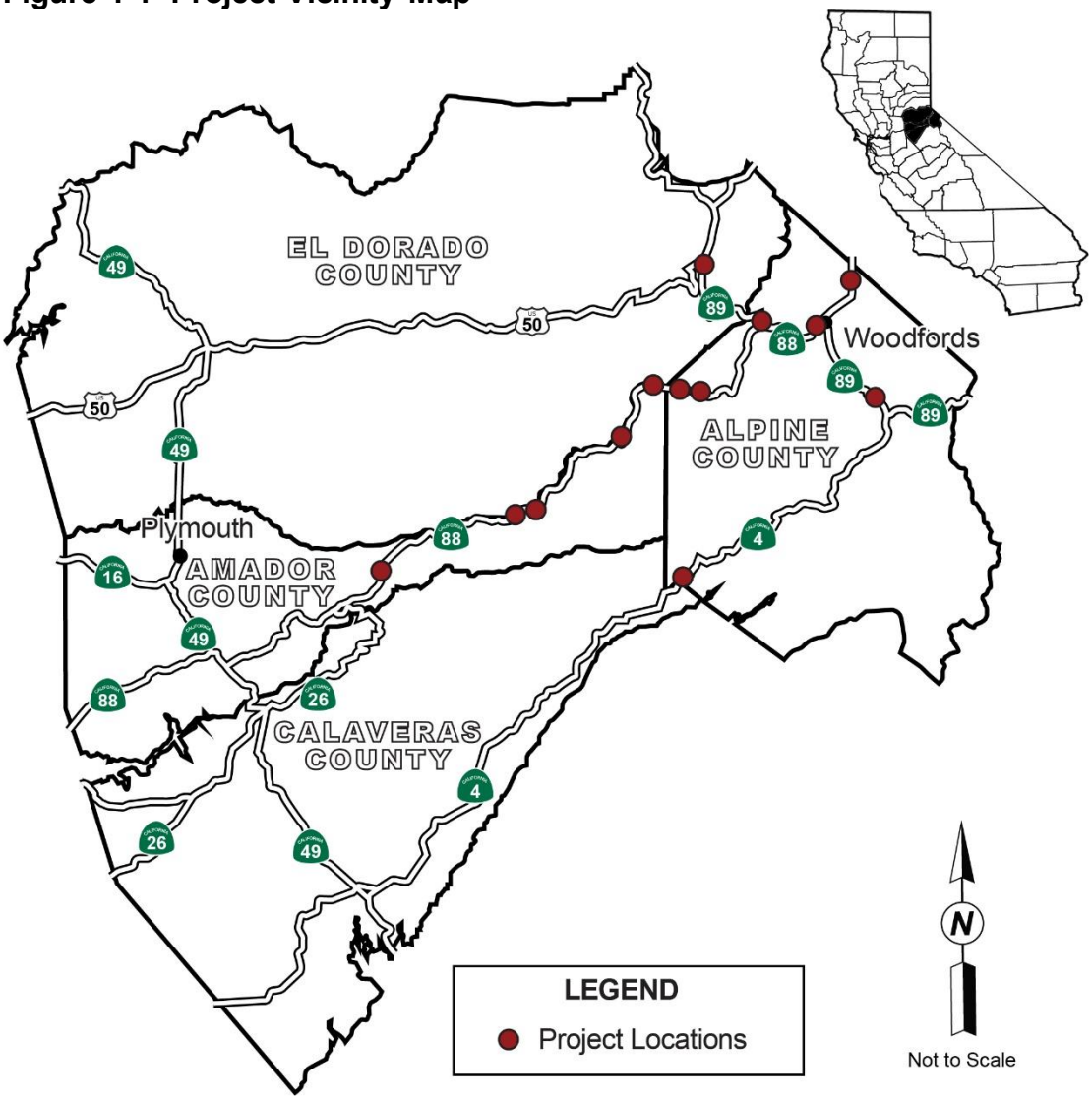
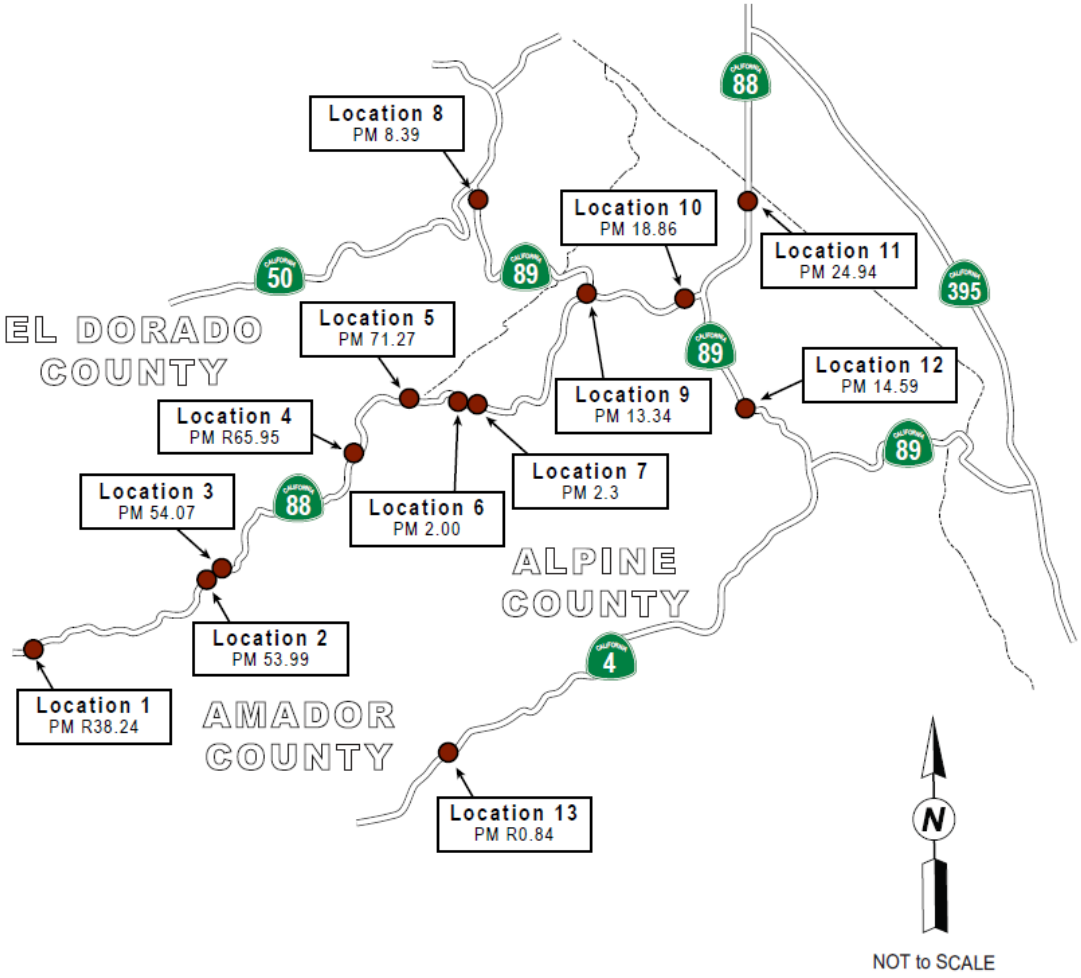


Figure 1-2 Project Location Map



1.4 Project Alternatives

This section describes the proposed project alternatives developed to meet the purpose and need of the project while avoiding and/or minimizing environmental impacts. Under consideration for the project are a build alternative and a no-build alternative.

1.4.1 Build Alternatives

The build alternative would install various transportation management systems and roadside safety improvements at 13 locations in the Kirkwood and Carson Pass area. This area includes Amador, El Dorado, and Alpine Counties on State Routes 88, 89, and 4. The proposed transportation management systems and roadside safety improvements would be built in the following ways:

Changeable Message Signs

The post of the changeable message signs would be mounted with a cast-in-drilled-hole foundation, which would involve a reinforced concrete cast into holes drilled into the ground. Concrete would be pumped into the hole with a reinforced cage used to provide stability. Controller cabinets, used for changeable message sign control, would also be installed up the road from the signs. Installing the cabinets would require excavating and trenching the roadway or shoulder for the placement of hardware to provide power.

Vehicle Detection Systems

Vehicle detection systems would require shallow excavation of the roadbed and nearby road shoulder. The systems are typically placed beneath the pavement of the roadbed and are activated by a change in the magnetic field when a car passes over.

Closed-Circuit Television

Closed-circuit television systems would be installed on proposed or existing changeable message signs. Connections between the closed-circuit television system and controller cabinet would likely require excavating or trenching the roadway and shoulder for the placement of hardware and to provide power service.

Road Weather Information System

The proposed road weather information system stations would be installed on proposed or existing changeable message signs. This system would also require a connection to a controller cabinet, which would require excavating or trenching the roadway shoulder for the placement of hardware and to provide power service. Electrical service points within an existing Caltrans right-of-way would be used.

Highway Advisory Radio and Extinguishable Message Signs

The traveling public is notified of the highway advisory radio stations by the placement of the notification on extinguishable message signs. The installation of posts for extinguishable message signs would be similar to the above changeable message signs. Highway advisory radio stations also include the installation of transmitters and antennae, which would require a connection to power sources. Connections between the highway advisory radio system and a controller cabinet would require shoulder excavation or trenching for the placement of hardware and to provide a power source. Electrical service points within an existing Caltrans right-of-way would be used.

Maintenance Vehicle Pullout and Midwest Guardrail Systems

Installing maintenance vehicle pullouts would require grading, leveling the ground, and paving unpaved shoulder areas next to the existing paved

highway shoulders. Midwest guardrail systems would replace the existing guardrail at the maintenance vehicle pullout locations.

Streetlights

The installation of posts for streetlights would be similar to the installation of changeable message signs. Connections between the streetlights and electrical connection points would likely require roadway or shoulder excavation or trenching for the placement of hardware and to provide power service. Electrical points within an existing Caltrans right-of-way would be used.

This project contains several standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under "Standard Measures and Best Management Practices Included in All Alternatives."

1.4.2 No-Build (No-Action) Alternative

The proposed project areas identified for transportation management systems and roadside safety improvements would remain untouched under the no-build alternative. Communication would remain difficult, and traffic would continue in the Kirkwood and Carson Pass areas during severe weather conditions.

1.5 Standard Measures and Best Management Practices Included in All Alternatives

AQ 1—Caltrans Standard Specifications Section 14-9.02, Air Pollution Control

AQ 2—Caltrans Standard Specifications Section 10-5, Dust Control

BIO 7—Nesting Bird Avoidance: Limited Operation Period

BIO 8—Nesting Bird Avoidance: Preconstruction Surveys During Nesting Season

BIO 9—Nesting Bird Avoidance: Avoid Active Nests

GHG 1—Reduce construction waste and maximize the use of recycling materials (reduces the consumption of raw materials, reduces landfill waste, and encourages cost savings).

GHG 2—Incorporate measures to reduce consumption of potable water.

GHG 3—Maintain equipment in proper tune and working condition.

GHG 4—Use the right size equipment for the job.

GHG 5—Existing project features (example being guardrail, light standards, subbase granular material, or native material that meets Caltrans specifications or incorporation into new work) will be recycled or reused onsite to the extent feasible.

GHG 6—Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.

HW 1—The Caltrans Standard Special Provision pertaining to Earth Material Containing Lead, Section 7-1.02K(6)(j)(iii) shall be added to the construction contract. A lead compliance plan is required.

NQ 1—Caltrans Standard Special Provisions Section 14-8.02, Noise Control.

NQ 2—All equipment would have sound-control devices that are no less effective than those provided on the original equipment. No equipment would have an unmuffled exhaust.

NQ 3—Use construction methods and equipment that would provide the lowest level of noise and ground vibration impact, such as alternative low-pile installation methods.

NQ 4—Turn off idling equipment when not in use.

WQ 1—Caltrans Standard Specifications Section 13-1, Water Pollution Control, would be added to the construction contract. The contractor must abide by Best Management Practices and address all potential water quality impacts that may occur during construction.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

No permits, licenses, agreements, and certifications are required for project construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation Memorandum dated August 12, 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**Less Than Significant Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**Less Than Significant Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

Affected Environment

The proposed project takes place within several officially designated scenic highways—State Routes 88, 89, and 4. The project area's landscape is mountainous, with mainly rural forests, meadows, and open fields.

Environmental Consequences

The proposed project would involve tree and vegetation removal. The project would also incorporate transportation management systems that are unnatural to the scenic surroundings. Since transportation management systems are common features within State Routes 88, 89, and 4, any visual impacts would be temporary.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures would be implemented to minimize the impacts on aesthetic resources.

VIS 1—Minimal tree and vegetation removal to avoid cumulative impacts throughout the routes.

VIS 2—Controller cabinets should be painted in an earth tone color to help them blend into their surroundings.

VIS 3—Upgraded Midwest Guardrail Systems would require the use of Natina Stain to reduce glare and to help blend the new guardrail system into the existing environment and protect the scenic quality of the routes.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural

Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the Amador County General Plan, El Dorado County General Plan, Alpine County General Plan, and the Caltrans Geographic Information System Library dated August 27, 2021, the following significance determinations have been made:

Question—Would the project:	**CEQA Significance Determinations for Agriculture and Forest Resources**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, 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))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**Less Than Significant Impact**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	**No Impact**

Affected Environment

The proposed project would take place in Amador, El Dorado, and Alpine Counties along State Routes 88, 89, and 4. The project locations have a land use designation as open forest, general forest, and open recreation.

Environmental Consequences

The proposed project would take place in U.S. Forest Service land and publicly owned lands. Project work would include tree and vegetation removal.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measure would be implemented to minimize the impacts on forest resources.

VIS 1—Minimal tree and vegetation removal to avoid cumulative impacts throughout the routes.

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated December 19, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**No Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**No Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts) dated September 21, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**No Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**No Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**Less Than Significant Impact**
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?	**Less Than Significant Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	**No Impact**

Affected Environment

The 13 project locations are in a rural, forested area of Amador, El Dorado, and Alpine Counties. Within the project area, surveys conducted by the

biologist noted potential waters of the U.S. and potential waters of the State of California. Examples of these protected waters would be a wet meadow or a culvert carrying an intermittent stream. Surveys also detected invasive plant species and suitable habitat, such as trees and shrubs, for nesting migratory birds, including raptors, next to the project area.

Environmental Consequences

The project scope is the installation or replacement of traffic management systems and roadside safety improvements. Construction would involve night work, work off the pavement, excavating, grading, trenching, and vegetation and tree removal.

Per Caltrans Standard Plans, all electrical conduit runs are installed 10 feet away from the edge of the pavement, including along the edge of pavement or under paved shoulder areas if it is required to avoid sensitive areas.

State or Federally Protected Wetlands

All potential waters of the U.S. and potential waters of the State of California would be designated as "Environmentally Sensitive Areas" (BIO 1) in the project plans and specifications and delineated in the field during construction using high-visibility markers. Permanent and temporary impacts to potential waters of the U.S. and potential waters of the State of California would be avoided by restricting all auguring, trenching, or other excavation activities to the edge of the shoulder at Locations 5, 7, 10, and 13. No project work is proposed that may affect the intermittent stream next to Location 7.

Because project work would avoid sensitive biological areas, the project would not require a Clean Water Act Section 404 permit, a Clean Water Act Section 401 certification, or a California Fish and Game Code Section 1600-1616 Agreement.

Invasive Species

Although existing roadside areas would be temporarily disturbed, the proposed project would not break "new ground," creating an environment potentially available for new infestations. The seeds or spores of invasive weeds (referred to as propagules in the below measures BIO 4, BIO 5, and BIO 6) originating from invasive plant species within the project Environmental Study Limits could be transported to uninfested areas within the project Environmental Study Limits, or outside of the project vicinity. It is also recognized that disturbed roadside areas are significant sources of noxious and invasive weed material.

Common Wildlife and Terrestrial Habitat Connectivity

The proposed project would not impact sensitive biological habitats. However, several project locations (5, 7,10, and 13) are next to forests, meadows,

pastures, and riparian areas known to be potential habitat for sensitive migratory bird species (BIO 7, BIO 8, and BIO 9).

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures would be implemented to minimize the impacts on biological resources. Additional details on these measures and associated Best Management Practices can be found in Chapter 4 of the Natural Environment Study (Minimal Impacts).

BIO 1—Environmentally Sensitive Area Designation

Additional direct and indirect impacts to sensitive biological resources throughout the project area would be avoided or minimized by designating "Environmentally Sensitive Areas." All areas outside of the proposed construction footprint shall be considered as Environmentally Sensitive Areas, as well as any areas determined by a qualified biologist during project planning or during preconstruction surveys to qualify for Environmentally Sensitive Area designation.

Environmentally Sensitive Area information would be shown on contract plans and discussed in Section 14-1.02 of the Caltrans 2018 Standard Specifications or any Standard Special Provisions in Section 14-1.02. Environmentally Sensitive Area provisions may include but would not be limited to the use of temporary, orange fencing or other high-visibility marking to identify the proposed limit of work in areas next to sensitive resources or to locate and exclude sensitive resources from potential construction impacts. Contractor encroachment into Environmentally Sensitive Areas would be prohibited, and immediate work stoppage and notification to the Caltrans Resident Engineer would be required if an Environmentally Sensitive Area is breached. Environmentally Sensitive Area provisions would be implemented as the first order of work and remain in place until all construction activities are complete.

BIO 2—Designated Biologist

A Designated Biologist or Biologists shall be onsite during any activities that have the potential to affect sensitive biological resources. The Designated Biologist or Biologists would monitor regulated species and habitats, ensure that construction activities do not result in the unintended take of regulated species or disturbances to regulated habitats, and ensure that construction activities comply with any permits, licenses, agreements, or contracts.

Additionally, the Designated Biologist or Biologists would immediately notify the Caltrans Resident Engineer of any take of regulated species, disturbances to regulated habitats, or breaches of Environmentally Sensitive Areas, and would prepare, submit, and sign notifications and reports.

The Designated Biologist or Biologists that perform specialized activities must have demonstrated field experience working with the regulated species or performing the specialized task, and regulatory agency approval would be required before Caltrans accepts the title of Designated Biologist.

The Designated Biologist or Biologists for the proposed project may be Department-Supplied Biologists (Caltrans biologists or consultant biologists under Task Order contracts to Caltrans) or may be Contractor-Supplied Biologists. If Contractor-Supplied Biologists are used as Designated Biologists, provisions of the Contractor-Supplied Biologists would be discussed in Section 14-6.03D (1-3) of the Caltrans 2018 Standard Specifications or any Standard Special Provisions in Section 14-6.03D (1-3) that will specify the qualifications, responsibilities, and submittals of Contractor-Supplied Biologists.

Before project construction, the Contractor-Supplied Biologists would prepare a Natural Resources Protection Program within seven days of contract approval per Caltrans Standard Specifications or Standard Special Provisions under Section 14-6.03D (2) of the Caltrans 2018 Standard Specifications. The Natural Resources Protection Program would describe the measures and schedules for protecting biological resources and regulatory compliance and must be approved by Caltrans before construction activities start.

BIO 3—Restore and Revegetate Temporarily Disturbed Areas Onsite

Disturbed areas within the construction limits would be graded to minimize surface erosion and siltation into receiving waters. Disturbed areas would be recontoured to as close to the pre-project condition as possible and would be stabilized as soon as feasible (and no later than October 15 of each construction season) to avoid erosion during subsequent storms and runoff.

Permanent erosion control seeding would be performed at all disturbed sites by hydroseeding throughout construction as each site is completed, with all sites seeded by the completion of construction activities.

BIO 4—Weed-Free Construction Equipment and Vehicles

To minimize the potential for the transport of weed propagules to the action area from sources outside of the project area, construction equipment and vehicles are recommended to be cleaned and washed at the contractor's facilities before arrival at the construction site. Any vehicle or equipment cleaning that occurs onsite during construction activities shall conform with Caltrans 2018 Standard Specifications or any Special Conditions under Section 13-4.03E(3) and Section NS-08 (Vehicle and Equipment Cleaning) of the Caltrans 2017 Construction Site Best Management Practices Manual, which requires the contractor to contain and dispose of any waste resulting from vehicle or equipment cleaning.

BIO 5—Weed Control During Construction

To minimize the potential for spreading weed propagules originating from within the project Environmental Study Limits during construction activities, including initial vegetation clearing and at onsite revegetation areas, weed control would be accomplished per Caltrans 2018 Standard Specifications or Standard Special Provisions under Section 20-1.03C(3). The use of herbicides for weed control activities would be discouraged but may be considered on a case-by-case basis, depending upon the weed species, the extent of the infestation, or any regulatory restrictions.

BIO 6—Weed-Free Erosion Control and Revegetation Treatments

To minimize the risk of introducing weed propagules to the action area from sources outside of the project area, only locally adapted plant species appropriate for the project area would be used in any erosion control or revegetation seed mix or stock. A Caltrans biologist would consult with a Caltrans Landscape Architect to develop appropriate seed and planting palettes for use in revegetation and/or erosion control applications. Any compost, mulch, tackifier, fiber, straw, duff, topsoil, erosion control products, or seed must meet Caltrans 2018 Standard Specifications or any Standard Special Provisions under Section 21-2.02 for these materials. Any hydroseed used for revegetation activities must also be certified weed-free as per Caltrans 2018 Standard Specifications Section 21-2.02F.

BIO 7—Nesting Bird Avoidance: Limited Operation Period

Performing ground disturbance, vegetation removal, or other construction activities within nesting bird habitat during the non-nesting season (between October 1 and January 31) would not require preconstruction surveys or nesting bird avoidance measures.

BIO 8—Nesting Bird Avoidance: Preconstruction Surveys During Nesting Season

If ground disturbance, vegetation removal, or other construction activities are scheduled during the nesting season (February 1 to September 30) of protected raptors and migratory birds, a qualified biologist shall conduct a focused survey for active nests of such birds within 15 days before the beginning of project-related activities. If a lapse in project-related work of 15 days or longer occurs, another survey would be required before the work can start again. Additionally, consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife may also be required before the work can start again. Preconstruction surveys for nesting migratory birds and raptors shall be specified under Caltrans 2018 Standard Specifications and/or Standard Special Provisions Section 14-6.03A (Species Protection) and/or Section 14-6.03(B) (Bird Protection).

BIO 9—Nesting Bird Avoidance: Avoid Active Nests

If active nests are found, a protective no-work buffer would be established, and Caltrans shall consult with the U.S. Fish and Wildlife Service regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with the California Department of Fish and Wildlife to comply with provisions of the California Fish and Game Code.

If the Designated Biologist or Biologists detect nesting migratory birds or nesting raptors during the preconstruction survey, an appropriate no-work buffer would need to be established around the nest. No work would start within the buffer until authorization is received from the Caltrans Resident Engineer. Appropriate no-work buffer distances for specific bird species such as raptors at a protective radius of 300 feet and other migratory birds at a protective radius of 100 feet.

Protective buffer radii for nesting migratory birds and raptors shall be specified under Caltrans 2018 Standard Specifications and/or Standard Special Provisions Section 14-6.03(A) (Species Protection) and/or Section 14-6.03(B) (Bird Protection). If construction or other project-related activities that may cause nest destruction, nest abandonment, or forced fledging of migratory birds are necessary, a qualified biologist would be required to monitor the nest site to ensure that protective radii are maintained.

Wetlands and Other Waters of the U.S.: No permanent or temporary effects are expected to occur to potential waters of the U.S. or potential waters of the State of California. Therefore, no compensatory mitigation for these resources is proposed.

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated September 2, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.6 Energy

Considering the proposed project's scope and expected duration of the project, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Regulatory Map Portal, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change and Greenhouse Gas Memorandum dated August 21, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**No Impact**

Affected Environment

The 13 project locations are in a rural, forested area of Amador, El Dorado, and Alpine Counties. The proposed project would install various transportation management systems and roadside safety improvements. The Amador County General Plan, El Dorado County Regional Transportation Plan, and Alpine County General Plan address climate change and greenhouse gases in the project area.

Environmental Consequences

The project would not increase operational greenhouse gas emissions. Temporary carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emission Tool. The estimated carbon dioxide emissions for the project would be about 971 tons during 180 working days.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures would be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project:

GHG 1—Reduce construction waste and maximize the use of recycling materials (reduces the consumption of raw materials, reduces landfill waste, and encourages cost savings).

GHG 2—Incorporate measures to reduce consumption of potable water.

GHG 3—Maintain equipment in proper tune and working condition.

GHG 4—Use the right size equipment for the job.

GHG 5—Existing project features (example: metal beam guardrail, light standards, subbase granular material, or native material that meets Caltrans specifications or incorporation into new work) would be recycled or reused onsite to the extent feasible.

GHG 6—Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment dated December 8, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**No Impact**
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?	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**No Impact**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Memorandum dated September 29, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**No Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**No Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

2.1.11 Land Use and Planning

Considering the information in the Amador County General Plan, El Dorado County General Plan, and Alpine County General Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**No Impact**

2.1.12 Mineral Resources

Considering the information in the U.S. Geological Survey: Mineral Resources Online Spatial Data, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	**No Impact**
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?	**No Impact**

2.1.13 Noise

Considering the information in the Noise Compliance Memorandum dated December 7, 2020, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**No Impact**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	**No Impact**

2.1.14 Population and Housing

Considering the information in the Caltrans Environmental Geographic Information System Library, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

2.1.15 Public Services

Considering the information in the Amador County, El Dorado County, and Alpine County General Plans, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	**No Impact**
Police protection?	**No Impact**
Schools?	**No Impact**
Parks?	**No Impact**

Question:	CEQA Significance Determinations for Public Services
Other public facilities?	**No Impact**

2.1.16 Recreation

Considering the project would only install various transportation management systems and roadside safety improvements, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	**No Impact**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	**No Impact**

2.1.17 Transportation

Considering the information in the Amador County, El Dorado County, and Alpine County General Plans, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**No Impact**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	**No Impact**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Transportation
d) Result in inadequate emergency access?	**No Impact**

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated September 2, 2021, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**No Impact**
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.	**No Impact**

2.1.19 Utilities and Service Systems

Considering the information in the Amador County, El Dorado County, and Alpine County General Plans, and considering the current project scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**Less Than Significant Impact**
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**No Impact**
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**No Impact**
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**No Impact**
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

Affected Environment

The 13 project locations are in a rural, forested area of Amador, El Dorado, and Alpine Counties. The proposed project would install various transportation management systems and roadside safety improvements.

Environmental Consequences

The overall project scope includes the installation of traffic management systems. Most of the systems installed would require a connection to a power source; this would involve roadway or shoulder excavation and trenching for the placement of hardware and to provide a power source. Electrical service points within an existing Caltrans right-of-way would be used. Trenching for electrical conduit—a tube used to protect electrical wiring—would be about 18 inches deep and 2 inches wider than the outside diameter of the conduit but would not exceed 6 inches in width.

Per Caltrans Standard Plans, all electrical conduit runs are installed within 10 feet away from the edge of pavement, including along the edge of pavement or under paved shoulder areas if it is required to avoid sensitive areas.

The standard measures outlined in Section 1.5 of this document would be included in the project.

Avoidance, Minimization, and/or Mitigation Measures

With the incorporation of the standard measures outlined in Section 1.5 of this document, the addition of new electric power to the project areas would have a less than significant impact on the environment. Project-specific avoidance, minimization, and/or mitigation measures would not be required.

2.1.20 Wildfire

Considering the information in the California Fire Hazard Severity Zone Map and given the scope of the project, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	**Less Than Significant Impact**
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)?	**No Impact**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**No Impact**

Affected Environment

The project would affect environmental resources in the vicinity of State Routes 88, 89, and 4 at various post miles in Amador, El Dorado, and Alpine Counties. However, the scope of work is limited, consisting primarily of traffic management information systems and roadside safety improvements, which would occur mainly within the shoulders of the paved roadway. Other work would be performed in a limited footprint.

Environmental Consequences

The project may impact aesthetics, agriculture and forest resources, biological resources, greenhouse gas emissions, and utilities and service systems, but; with the implementation of avoidance and minimization measures discussed in chapter 2, the effects would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of avoidance and minimization measures, the project would have a less than significant impact on the environment. All other

impacts would be minimized through the implementation of Caltrans Best Management Practices, Standard Specifications, and Standard Special Provisions. Therefore, the project would not have a significant impact on species, habitat, or any other natural or historical resource.

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY — Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

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August 2020

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at <Title.VI@dot.ca.gov>.

Original signed by
Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum

Biology Natural Environment Study (Minimal Impacts)

Climate Change and Greenhouse Gas Memorandum

Cultural Historic Property Survey Report

Floodplain Evaluation

Hazardous Waste Initial Site Assessment

Noise Study Memorandum

Water Quality Memorandum

Scenic Resource Evaluation/Visual Assessment

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

C. Scott Guidi
District 10 Environmental Division
California Department of Transportation
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205

Or send your request via email to: Scott.Guidi@dot.ca.gov
Or call: 209-479-1839

Please provide the following information in your request:

Project title: Carson Transportation Management Systems

General location information: State Routes 88, 89, and 4 at various post miles in Amador, El Dorado, and Alpine Counties

District number-county code-route-post mile: 10-AMA, ED, ALP-88, 89, 4-PM Varies

Project ID number: 1018000275