Calaveras 49 Mobility Improvement Project

In Calaveras County on State Route 49
and State Route 4 in the City of Angels Camp
10-CAL-49/4-8.4-9.1, R20.8-21.4
EA 10-1H010 and Project Number 1017000057

Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment and Section 4(f) Evaluation

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans.

November 2022

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, has prepared this Initial Study/Environmental Assessment, which examines the potential environmental impacts of alternatives being considered for the proposed project in Calaveras County 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, the potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. The Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment is accessible online on the Caltrans District 10 website at https://dot.ca.gov/caltrans-near-me/district-10. If you would like a printed version or CD of this document to be sent to your home address, please contact: Jonathan Coley at (209) 479-4083 or email him at Jonathan.Coley@dot.ca.gov.
- Additional copies of the document are available for review at the Calaveras County Library, 1299 Gold Hunter Road, San Andreas, CA 95249
- Attend the public information meeting on: February 8, 2023
- Tell us what you think. If you have any comments regarding the proposed project, please attend the public information meeting, and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Jonathan Coley, District 10 Environmental, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205.
- Submit comments by the deadline: February 24, 2023

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration, 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 the proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on an audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jonathan Coley, District 10 Environmental, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205; phone number 209-479-4083 (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-CAL-49/4-8.4-9.1, R20.8-21.4
EA 10-1H010 and Project Number 1017000057

Intersection and roadway improvement project on State Route 49 from post miles 8.4 to 9.1 and on State Route 4 from post miles R20.8 to R21.4 in the City of Angels Camp in Calaveras County

INITIAL STUDY with Proposed Mitigated Negative Declaration/ ENVIRONMENTAL ASSESSMENT and Section 4(f) Evaluation

Submitted Pursuant to (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
Responsible Agencies: California Transportation Commission

C. Scott Guidi
C. Scott Guidi
Environmental Office Chief, District 10
California Department of Transportation
NEPA and CEQA Lead Agency

11/28/2022
Date

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

Jonathan Coley, 1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205, or by phone at (209) 479-4083 or email at jonathan.coley@dot.ca.gov

DRAFT

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 10-CAL-49/4-8.3-9.1, R20.8-21.4

EA/Project Number: 10-1H010/1017000057

Project Description

The California Department of Transportation (Caltrans) proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County.

Determination

An Initial Study has been prepared by Caltrans, District 10. Based on this study, it is determined that the proposed action will not affect agriculture and forest resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, and wildfire.

Caltrans has determined the proposed project with the incorporation of the identified avoidance and minimization measures will have a less than significant effect on air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, transportation, and utilities and service systems.

Caltrans has determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the visual aesthetics of the potential loss of oak tree and heritage tree species for the following reasons:

- Any impacts from the proposed project on the loss of oak and/or heritage tree species will be mitigated to less than significant by paying in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund, per the City of Angels Camp Oak Tree and Heritage Tree Ordinance.

_____

C. Scott Guidi
Environmental Office Chief, District 10
California Department of Transportation

_____

Date

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Chapter 1 Proposed Project

1.1 Introduction

California participated in the "Surface Transportation Project Delivery Pilot Program" (Pilot Program) pursuant to 23 U.S. Code 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Public Law 112-141), signed by President Barack Obama on July 6, 2012, amended 23 U.S. Code 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding pursuant to 23 U.S. Code 327 (NEPA Assignment MOU) with the Federal Highway Administration. The NEPA Assignment MOU became effective on October 1, 2012, and was renewed on May 27, 2022, for a term of 10 years. In summary, Caltrans continues to assume Federal Highway Administration responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, the Federal Highway Administration assigned, and Caltrans assumed, all of the U.S. Department of Transportation Secretary's responsibilities under NEPA (National Environmental Policy Act). This assignment includes projects on the State Highway System and Local Assistance projects off of the State Highway System within the State of California, except for certain categorical exclusions that the Federal Highway Administration assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The Department of Transportation (Caltrans) Caltrans proposes to perform intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp, in Calaveras County. Figures 1 and 2 are project location and vicinity maps.

The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas and grouped under the Safety Improvements State Highway Operation and Protection Program Mobility Program for funding in the 2024/2025 fiscal year. The project is also included in the Calaveras Council of Governments 2021 Regional Transportation Plan.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to reduce traffic congestion, improve traffic circulation, and provide better access management through the portion of Angels Camp along State Route 49 between Monte Verda Street and Francis Street in the City of Angels Camp.

1.2.2 Need

The project is needed to address the frequent traffic delays and congestion that State Route 49 between Monte Verda Street and Francis Street experiences due to unrestricted movements to and from closely spaced private access points and other public road intersections along the corridor. Also, there are limited facilities to accommodate the needs of pedestrian and bicycle traffic.

1.3 Project Description

Caltrans proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. Caltrans proposes to modify the intersection of State Route 49 and State Route 4 with either a roundabout or signalized intersection. The project would also improve the intersection of State Route 49 and Francis Street with either a roundabout or signalized intersection. The following alternatives are being considered:

- Alternative 1—Hybrid roundabout at the State Route 49 and State Route 4 intersection and a single-lane roundabout at the State Route 49 and Francis Street.
- Alternative 2—Modified traffic signal at the State Route 49 and State Route 4 intersection and a traffic signal at the State Route 49 and Francis Street.
- Alternative 3—Hybrid roundabout at the State Route 49 and State Route 4 intersection and a traffic signal at the State Route 49 and Francis Street.
- Alternative 4—Modified traffic signal at the State Route 49 and State Route 4 intersection and a single-lane roundabout at the State Route 49 and Francis Street.
- No-Build Alternative—No improvements will be made.

All build alternatives propose a median island between State Route 4 and Francis Street along State Route 49, with a left-turn pocket for the Frog Jump

Plaza shopping center and a median island opening for the Altaville Fire Department.

Complete Streets elements include sidewalks and bike lanes or shared-use paths along State Route 49 between Monte Verda Street and Baker Street. Mailboxes, signs, and commercial and residential driveways will be relocated or modified throughout the project limits. Additional right-of-way, temporary construction easements, and utility relocations will be required for this project.

Figure 1-1 Project Vicinity Map

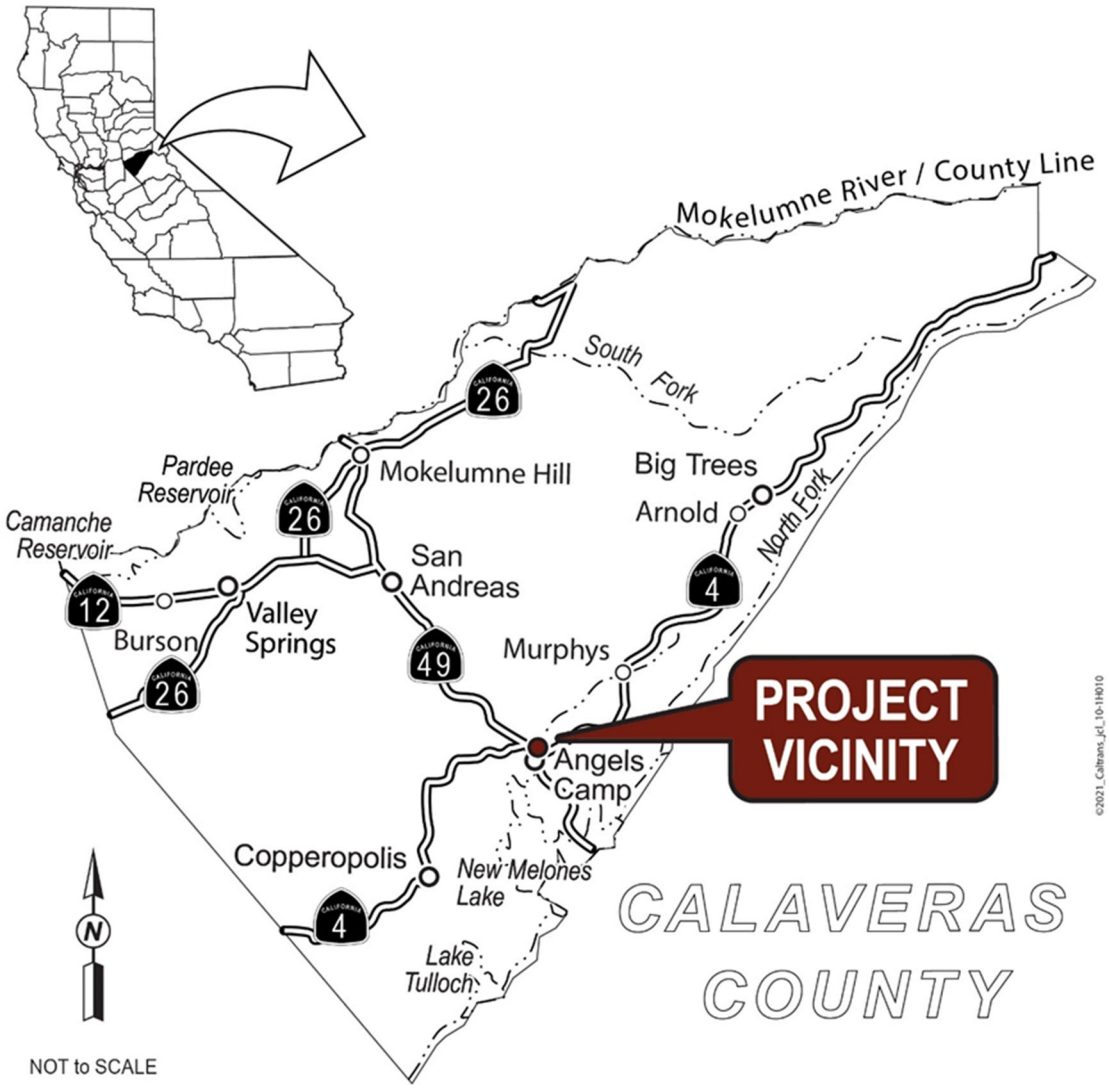
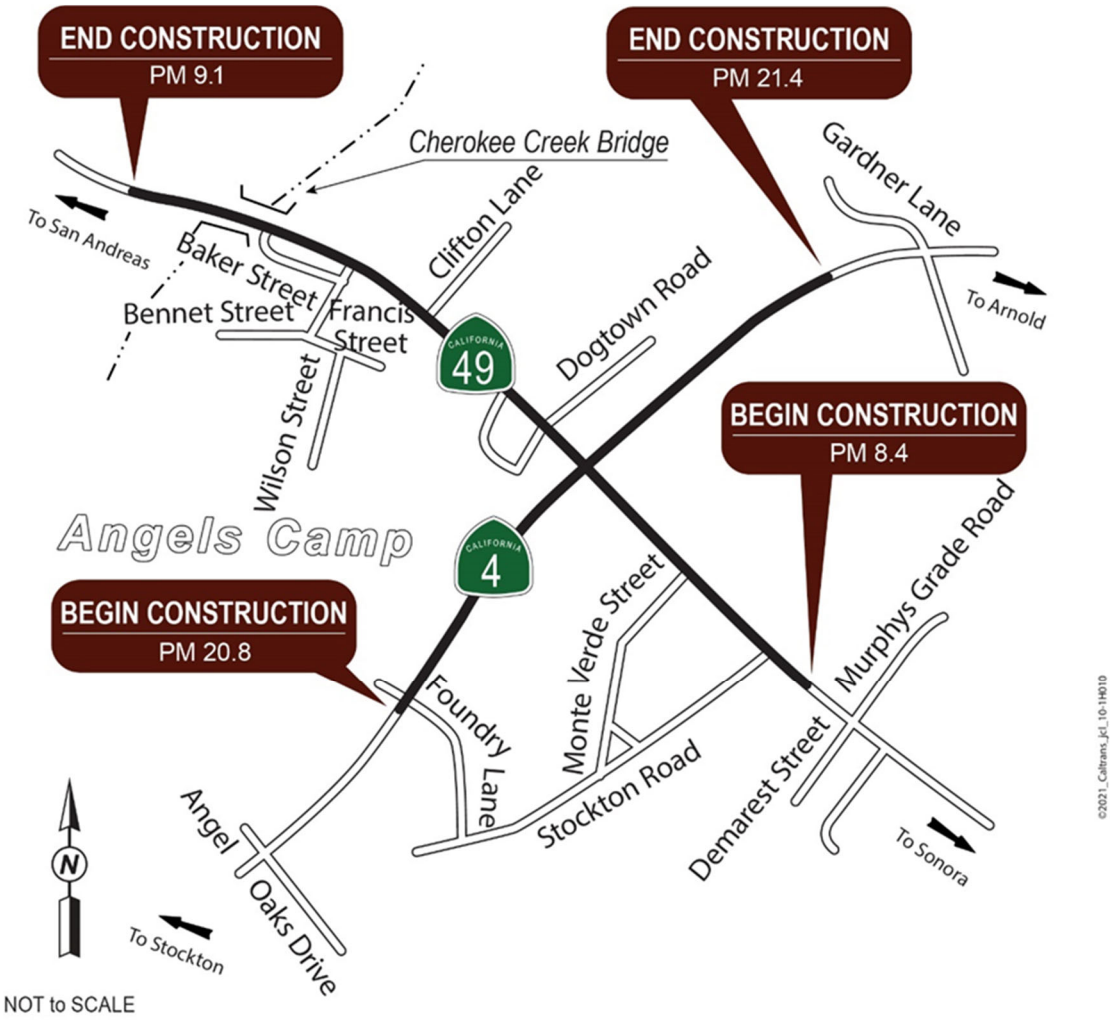


Figure 1-2 Project Location Map



1.4 Project Alternatives

1.4.1 Build Alternatives

The following build alternatives are under consideration:

- Alternative 1 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.
- Alternative 2 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 3 proposes a hybrid roundabout at the intersection of State Route 49 and State Route 4 and a traffic signal at State Route 49 and Francis Street.
- Alternative 4 proposes a modified traffic signal at the intersection of State Route 49 and State Route 4 and a single-lane roundabout at State Route 49 and Francis Street.

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 addressed in more detail in the Environmental Consequences sections found in Chapter 2.

Common Design Features of the Build Alternatives

All four build alternatives incorporate Complete Street elements to accommodate Class II bicycle lanes, pedestrian facilities, and driveway approaches along State Route 49 between the intersections of Monte Verda Street (post mile 8.54) and Baker Street (post mile 9.00). Also, the build alternatives would include a raised median along State Route 49, between the State Route 49 and State Route 4 intersection and the State Route 49 and Francis Street intersection, with left-turn pockets for northbound traffic on State Route 49 to access the Frog Jump Plaza and a median cut for the Fire Station. Utilities would be relocated for all four build alternatives. In addition, construction work would involve clearing, excavation, paving, and construction of new drainages. Temporary construction easements will be obtained where needed to construct the project improvements. Night work, traffic-handling measures, and detours may be required during construction.

1.4.2 No-Build (No-Action) Alternative

Under the no-build alternative, the roadways would stay as they are. Caltrans would not improve the State Route 49 and State Route 4 intersection, or the

State Route 49 and Francis Street intersection. No roadway, pedestrian, or bicycle improvements would be made.

1.5 Comparison of Alternatives

Each build alternative proposes intersection, roadway, pedestrian, and bicycle improvements, with a combination of intersection improvements (roundabout or traffic signal) in various configurations.

1.5.1 Alternative 1

Alternative 1 would construct a hybrid roundabout at the State Route 4 and State Route 49 intersection and a single-lane roundabout at the State Route 49 and Francis Street, with a raised median between the two roundabouts. The configuration of the hybrid roundabout at State Route 4 and State Route 49 accommodates a dedicated left lane and a combined left through lane, and a right-turn lane for southbound; a shared left lane and through lane and shared right lane and through lanes for northbound and eastbound directions; and a shared left lane and through lane and a right-turn bypass lane for westbound direction.

Both roundabouts accommodate Surface Transportation Assistance Act trucks (large trucks) along State Route 4 and State Route 49, including the U-turn maneuvers. The northern roundabout at Francis Street and Street “A” accommodates California-Legal trucks on the local legs.

This alternative incorporates Complete Streets elements to accommodate bicycle and pedestrian facilities in the form of sidewalks and a Class II Bike Lane or shared-use paths. A retaining wall approximately 150 feet long along State Route 49 is proposed at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 1 is anticipated to require the permanent acquisition of 3 full parcels (full takes) and 27 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 38 temporary construction easements are needed for project construction. Permanent acquisition of parcels would require full property take and demolition of any structures on the properties. Approximately 20 utility poles would have to be relocated. The estimated construction cost for Alternative 1 is $9,428,600.

1.5.2 Alternative 2

Alternative 2 would modify the State Route 4 and State Route 49 intersection to include a dual left lane and a shared through and right-turn lane configuration for southbound direction; left-turn channelization with one

through lane and a shared through lane and right-turn lane configuration for the northbound direction and eastbound direction; and left- and right-turn channelization with one through lane for the westbound direction.

The widened intersection would accommodate Surface Transportation Assistance Act truck turns and a utility truck for the U-turn from southbound State Route 49 to northbound State Route 49. This alternative would install a signal at the State Route 49 and Francis Street intersection and accommodate California-Legal truck turns and a utility truck U-turn from northbound State Route 49 to southbound State Route 49. Similar to Alternative 1, this alternative would include a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 is proposed at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 2 is anticipated to require the permanent acquisition of 2 full parcels (full takes) and 26 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 37 temporary construction easements would be needed for construction. The permanent acquisition of parcels would require full property take and demolition of any structures on the properties. Approximately 20 utility poles would have to be relocated. The estimated construction cost for Alternative 2 is $9,216,000.

1.5.3 Alternative 3

Alternative 3 would construct a hybrid roundabout at the State Route 4 and State Route 49 intersection, similar to Alternative 1, and install a signal at the State Route 49 and Francis Street intersection, similar to Alternative 2. Similar to Alternative 1, this alternative would provide a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 would be built at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 3 would require the permanent acquisition of 2 full parcels (full takes) and 31 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 39 temporary construction easements would be needed for construction. The permanent acquisition of parcels would require full property take and demolition of any structures on the properties. Approximately 20 utility poles would have to be relocated. The estimated construction cost for Alternative 3 is $9,905,000.

1.5.4 Alternative 4

Alternative 4 would modify the State Route 4 and State Route 49 intersection, similar to Alternative 2, and the single-lane roundabout at the State Route 49 and Francis Street intersection, similar to Alternative 1. The modified signal changes the configuration of the intersection to accommodate a dual left and a shared through and right-turn lane configuration for the southbound direction, left-turn channelization with one through lane, and a shared through and right-turn lane configuration for the northbound direction and eastbound direction, and left- and right-turn channelization with one through the lane for the westbound direction. Similar to Alternative 1, this alternative would provide a raised median between the two intersections and includes Complete Streets elements to accommodate bicycles and pedestrians. A retaining wall approximately 150 feet long along State Route 49 would be built at the State Route 4 and State Route 49 intersection to address grade differences.

Alternative 4 would require the permanent acquisition of 3 full parcels (full takes) and 25 partial acquisitions for the construction of driveways, pedestrian and bicycle facilities, fences, and mailboxes and signs along State Route 49. An estimated 36 temporary construction easements would be needed for construction. The permanent acquisition of parcels would require full property take and demolition of any structures on the properties. The estimated construction cost for Alternative 4 is $9,180,000.

1.5.5 Alternative 5 – No-Build Alternative

The no-build alternative would not meet the purpose and need of the project to alleviate the operational problems associated with left-turn conflicts that cause traffic delays and impede traffic flow. The no-build alternative also fails to address the needs of pedestrian and bicycle traffic.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- Existing and Future Land Use—Per the 2020 City of Angels Camp General Plan, the project would not alter the existing or future land use designated for the City of Angels Camp.
- Consistency with State, Regional, and Local Plans and Programs—Per the 2019 Calaveras County General Plan and the 2020 City of Angels Camp General Plan, the project is consistent with regional transportation, growth, and community plans.
- Coastal Zone—The project is outside the coastal zone; therefore, the Coastal Zone Management Act would not apply (Caltrans Coastal Commission).
- Wild and Scenic Rivers—A review of the U.S. Fish and Wildlife Service National Wild and Scenic River System Map showed that there are no wild and scenic rivers within or near the project area (U.S. Fish and Wildlife Service).
- Parks and Recreational Facilities—No parks or recreational facilities will be impacted by the project (Community Impact Memo).
- Farmland—No farmlands are within the project study area (Farmland Mapping and Monitoring Program).
- Timberland—No commercially significant timberlands are within Angels Camp city limits (Angels Camp 2020 General Plan).
- Growth—The project is consistent with the 2021-2024 Calaveras County Regional Transportation Plan and the City of Angels Camp 2020 General Plan. The project would not influence growth beyond the expected goals in those plans.
- Community Character and Cohesion—Per the Community Impact Memo and the City of Angels Camp 2020 General Plan, the project is an intersection improvement project to alleviate traffic congestion and would not affect the community's character and cohesion (Community Impact Memo).
- Environmental Justice—All four build alternatives are intersection improvement projects and would not cause disproportionately high and adverse effects on any minority or low-income populations. Caltrans found

no minority or low-income population that would be adversely affected by the project. Therefore, this project is not subject to the provision of Executive Order 12989 (U.S. Census Data, CalEnviroScreen 4.0 (Community Impact Memo).

- Cultural Resources—Caltrans determined no historic resources would be affected by the project (Supplemental Historic Property Survey Report).
- Hydrology and Floodplain—The project is outside a recognized floodplain and would not affect the local hydrology (Climate Change Greenhouse Gas Analysis Memo).
- Water Quality and Stormwater Runoff—Incorporating proper and accepted engineering practices and best management practices, the project would not have a significant impact on water quality during construction or its operation (Water Compliance Memo).
- Geology, Soils, Seismicity, and Topography—The project would not have any adverse impacts on geology, soils, seismicity, or topography (City of Angels Camp General Plan, California Department of Conservation 2010 Geologic Map).
- Biological Environment—The project would not have any effect on natural communities, plant species, threatened and endangered species, or invasive species (Biological Resources Evaluation, No Effect Memo).
- Paleontological—The project is in a highly disturbed area with many improvements. A review of departmental records indicates that this location has a low to no sensitivity for paleontological resources. Therefore, the likelihood of encountering significant paleontological resources is considered low (Paleontology Memo).
- Energy—The project would not result in significant impacts during construction or operation for wasteful, inefficient, or unnecessary consumption of energy (Energy Analysis Report Memo).
- Noise—No adverse noise impacts from construction are anticipated because construction would be conducted in a rural setting and in accordance with Caltrans Standard Specifications Section 14-8 (Noise Compliance Study).

2.1 Human Environment

2.1.1 Relocations and Real Property Acquisition

Regulatory Setting

The Caltrans Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations Part 24. The purpose of the Relocation Assistance Program is to ensure that persons

displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. See Appendix C for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. See Appendix B for a copy of the Caltrans Title VI Policy Statement.

Affected Environment

A Relocation Impact Report dated August 5, 2022 was prepared for the project.

State Route 49 is a north-south route that travels along foothill communities in the Sierra Nevada Mountains. According to the California Department of Finance, the City of Angels Camp is the 440th biggest city in California and the only incorporated city in Calaveras County. The project area lies in the City of Angels Camp, a foothill community that has a downtown commercial corridor surrounded mostly by single-family residences, with rural residences mixed in toward the outskirts of the city limits.

Environmental Consequences

Residential and Commercial Property Displacements

Per the Draft Relocation Impact Report dated August 5, 2022, Alternative 1 would impact four owner-occupied single-family residences. Alternative 2 would impact one owner-occupied single-family residence and one commercial property. Alternative 3 would impact two owner-occupied single-family residences. Alternative 4 would impact three owner-occupied single-family residences and one commercial business. A detailed discussion for each alternative is discussed below.

Alternative 1— Hybrid roundabout at State Route 49 and State Route 4 intersection and a single-lane roundabout at State Route 49 and Francis Street Intersection

Four single-family residences would be affected by Alternative 1 in the City of Angels Camp. Current design would require a full take of the three properties at 268 Francis Street (Parcel Number: 058-012-004), 20 South Main Street (Parel Number: 058-015-010), and 79 South Main Street (Parcel Number (058-017-012). The fourth property, at 252 South Main Street (Parcel Number (058-010-006), is not considered a full take, since it is over 20 acres and only approximately 0.2 acres is required for the project, but the home on the property would be impacted.

The Draft Relocation Impact Report estimated that 12 people would be displaced by Alternative 1.

Alternative 2—Modified traffic signal at State Route 49 and State Route 4 intersection and a traffic signal at State Route 49 and Francis Street Intersection

There is one single-family residence and one commercial business that would be affected by Alternative 2 in the City of Angels Camp. Current design would require the full take of the single-family residence at 79 South Main Street (Parcel Number: 058- 017-012) and possibly a commercial business at 45 South Main Street (Parcel Number: 058-017-009).

Under Alternative 2, the Draft Relocation Impact Report estimated that 3 people in the single-family residence would be displaced, and approximately 1 to 20 employees may be affected by the relocation of the commercial business.

Alternative 3—Hybrid roundabout at State Route 49 State Route 4 intersection and a traffic signal at State Route 49 and Francis Street intersection

Two single-family residences would be impacted by Alternative 3, in the City of Angels Camp. Current design would require the full take of the single-family residences at 20 South Main Street (Parcel Number: 058-015-010) and 79 South Main Street (Parcel Number: 058-017-012).

Under Alternative 3, the Draft Relocation Impact Report estimated that 6 people would be displaced.

Alternative 4—Modified traffic signal at State Route 49 and State Route 4 intersection and single-lane roundabout at State Route 49 and Francis Street intersection

Three single-family residences and potentially one commercial business would be affected by Alternative 4 in the City of Angels Camp. Current design would require the full take of the single-family residences at 268 Francis Street (Parcel Number: 058-012-004), 79 South Main Street (Parcel Number: 058-017-012), and the commercial business at 45 South Main Street (Parcel Number: 058-017-009). The residential property at 252 South Main Street (Parcel Number: 058-010-006) is not considered a full take, since it is over 20 acres and only approximately 0.2 acres are required for the project, but the home on the property would be affected.

Under Alternative 4, the Draft Relocation Impact Report estimated that 9 people in the single-family residence would be displaced, and approximately 1 to 20 employees potentially could be affected by the relocation of the business.

Other properties may be temporarily affected by each alternative from construction-related activities for new driveways, fencing, signs, and utility relocations. For a detailed discussion of the residential and commercial properties affected by the project, see the Draft Relocation Impact Report, dated August 5, 2022.

Replacement Area

The Draft Relocation Impact Report looked at the surrounding areas of Calaveras County and described the relationship between the City of Angels Camp to the project area and how the project would affect residential and commercial properties. The report concluded that the housing stock in Calaveras County remains constant with the availability of single-family homes and manufactured homes for sale or rent. According to the California Department of Finance, there are 24,444 single-family homes in Calaveras County, 1,489 multiple-family units, and 2,107 mobile homes, for a total of 28,096 housing units. The median monthly rent is $1,049. Approximately 68.4% (18,758 units) of the housing units are occupied, while 31.6% (8,664 units) are unoccupied. The medium house price in Calaveras County is $340,000.

The Draft Relocation Impact Report found that comparable relocation resources may not be available within the City of Angels Camp at the time of displacement. In that case, those properties may have to relocate to a more rural part of the county. The report concluded the project would not significantly impact the local housing stock in the City of Angels Camp. Any impacts on the single-family residences would be handled through the Relocation Assistance Program (see Appendix C Summary of Relocation Benefits).

The Draft Relocation Impact Report looked at potential business sites that would be available for rent, purchase, or development within Calaveras County. The report found three manufacturing sites; three retail sites; three government sites, and seven service sites available for rent or purchase within the county.

The Draft Relocation Impact Report determined there would not be any issues finding replacement sites for the commercial business at 45 South Main Street with the benefits available in the Relocation Assistance Program (see Appendix C Summary of Relocation Benefits).

The current details on commercial and residential buildings affected by the project are based on the preliminary design. The final determination of number of residential and commercial properties affected by the project will be determined in the plans, specifications, and estimates phase and the right-of-way phase. An estimated timeframe of 18 to 28 months would be required to relocate all residences and businesses.

Demographics

The Draft Relocation Impact Report looked at the demographics of Calaveras County and identified various issues regarding the elderly, low-income, and minority populations:

- Elderly—Research shows that approximately 28.5% of the population within Calaveras County is over 64 years of age. Therefore, it is probable that there would be displacement of the elderly because of the project.

- Low Income—Research shows approximately 11.6% of Calaveras County is below the poverty level (U.S. Census Data). Therefore, it is likely that low-income residents would be displaced because of the project.
- Minority Populations—Approximately 12.6% of the population within Calaveras County is identified as a minority population (U.S. Census Data). Therefore, it is likely that minority populations may be displaced from the project.

Any impacts on the elderly, low-income, or minority populations from the relocation of residential and commercial properties will be determined during the plans, specifications, and estimates phase of the project. If relocations are required due to right-of-way needs, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Caltrans Relocation Assistance Program will assist with the relocations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures have been identified at this time. Impacts on residential and commercial properties will be addressed during the plans, specifications, and estimates phase and the right-of-way phase of the project. Caltrans Relocation Assistance Program guidelines will be followed.

2.1.2 Utilities and Emergency Services

Affected Environment

After a review of available permits and as-builts, field reviews, and discussion with the design and right-of-way branches, the following utilities were identified within the project area:

- Pacific Gas and Electric—natural gas
- Pacific Gas and Electric—overhead electrical
- AT&T—underground and aboveground telephone
- City of Angels Camp—water main and sewer lines
- Comcast—cable TV lines
- CalNet—underground conduits

Environmental Consequences

Utilities

The project is not expected to impact any water, sewer, or underground utilities. However, the project would have to move fire hydrants and associated underground piping to accommodate the Complete Streets elements (sidewalks, intersection improvements, and bike lanes). Also, aboveground utility poles may have to be relocated to accommodate the project's

intersection and roadway improvements. Utility verification, conflicts, and required utility relocations and/or design avoidance measures will be developed during the plans, specifications, and estimates phase of the project.

Emergency Services

All four build alternatives would have temporary impacts on emergency services because of construction activities such as lane closures and detours. With the proposed relocation of fire hydrants and associated underground piping, the project would have a temporary impact on emergency fire services. All temporary impacts on emergency services would be addressed through a traffic management plan. Caltrans would work with local agencies to address the concerns of emergency services during the project's construction.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures have been identified at this time. A utility relocation plan would be developed during the plans, specifications, and estimates phase of the project. Emergency services concerns would be addressed in the traffic management plan, which would be developed during the plans, specifications, and estimates phase of the project.

2.1.3 Traffic and Transportation/Pedestrian and Bicycle Facilities

Affected Environment

The District 10 Freeway and Highway Operations Branch completed a Traffic Operations Analysis Report, dated November 25, 2020, and Supplemental Traffic Operations Analysis Report, dated May 24, 2021, to analyze the signal and roundabout alternatives for the project. Level of service is a grading scale indicating the length of traffic delay for an identified intersection, as noted in Table 2-1.

Table 2-1 Level of Service

Level of Service (intersection)	Intersection Conditions	Delay in Seconds
A	No congestion	Less than 10-second delay
B	Little congestion	10- to 20-second delay
C	Moderate congestion	20- to 30-second delay
D	Increasing congestion	35- to 55-second delay
E	Congested	55- to 80-second delay
F	Stop and go	Greater than 80-second delay

The level of service was determined for each intersection alternative. For the analysis, the signal alternative was evaluated for 15 years, while the roundabout was evaluated for 20 years. In a supplemental analysis, a single-lane roundabout at State Route 49/Francis Street was evaluated for 15 years.

The level of service was analyzed for morning and evening peak hours. The traffic operations analysis covered the Existing Year (2020), Opening Year (2027), and Design Year (2042) for each build alternative, as well as the no-build alternative.

Environmental Consequences

The District 10 Freeway and Highway Operations Branch completed a Traffic Operations Analysis Report, dated November 25, 2020, and Supplemental Traffic Operations Analysis Report, dated May 24, 2021, and analyzed the roundabout and traffic signal alternative levels of service for the no-build, roundabouts (hybrid and single lane) and traffic signals. The analysis covered the four build alternatives with their various configurations and the associated level of service for the Existing Year (2020), Opening Year (2027), and Design Year (2042).

No-Build Alternative

State Route 49 and State Route 4 Intersection

The analysis determined the no-build alternative at the intersection of State Route 49 and State Route 4 would operate at an acceptable level of service. The level of service was C for both morning and evening peak hours for Opening Year (2027); level of service C/D for both morning and evening for Design Year (2042); and level of service C/D for both morning and evening peak hours for Design Year (2047). Although the analysis determined the no-build alternative would have an acceptable level of service for the 15- and 20-year design life, the analysis found that many of the intersection approaches would already be failing and affect nearby intersections and driveways.

State Route 49 and Francis Street Intersection

The analysis determined the no-build alternative at the intersection of State Route 49 and Francis Street would operate at an acceptable level of service A for both morning and evening peak hours for Opening Year (2027). However, the analysis determined the no-build alternative would have a level of service of A for the morning peak hour but a level of service of F for the evening peak hour for Design Year (2042). Level of service scores for Design Year (2047) drop to B for the morning peak hours and F for the evening peak hour.

Build Alternatives

Traffic Signals

The analysis determined the proposed modified traffic signal alternative at State Route 49 and State Route 4 would have a level of service B for the morning peak hours and a level of service C for the evening peak hours for the Opening Year (2027) and Design Year (2042).

The analysis determined the traffic signal alternative at State Route 49 and Francis Street would have a level of service A for both morning and evening for Opening Year (2027) and a level of service B for the morning peak hour and a

level of service E for the evening peak hour for Design Year (2042). The relatively low score for the evening peak hour is a result of the anticipated northbound U-turn movements that are anticipated for the traffic signal alternative.

Roundabouts

The analysis determined the hybrid roundabout at the intersection of State Route 49 and State Route 4 would have a level of service A for both morning and evening peak hours for the Opening Year (2027) and a level of service A for the morning peak hour and level of service B for the evening peak hour for Design Year (2047).

The analysis determined the single-lane roundabout at the intersection of State Route 49 and Francis Street would have a level of service A for both morning and evening peak hours for the Opening Year (2027) and a level of service A for the morning peak hour and level of service B for the evening peak hour for Design Year (2042).

A 20-year analysis is usually performed for roundabouts, but the analysis determined the 20-year design for the roundabout would fail, so a 15-year analysis was performed for the single-lane roundabout.

Pedestrian and Bicycle Facilities

The project would include Complete Streets elements (sidewalks, bike lanes, or a shared-use path) along State Route 49 between Monte Verda Street and Baker Street.

Construction of any of the four build alternatives would reduce the number and severity of collisions. Adding additional traffic control would reduce traffic congestion, improve traffic circulation at the intersections of State Route 49 and Francis Street, and offer pedestrians and cyclists a safer experience.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for traffic and transportation/pedestrian and bicycle facilities. A traffic management plan would be developed during the plans, specifications, and estimates phase to address traffic handling during construction.

2.1.4 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government uses all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 U.S. Code 4331[b][2]). To further emphasize this point, the Federal Highway Administration, in its implementation of NEPA (23 U.S. Code 109[h]) directs that final decisions on projects are to be made in the

best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (California Public Resources Code Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought-resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

Affected Environment

The project lies on State Route 49 between the intersections of Monte Verda Steet and Baker Street. State Route 49 through the project area is a two-lane conventional highway, characterized as the main street for the City of Angels Camp. The city sits in the western foothills of the Sierra Nevada Mountain Range and is one of the most frequently cited destinations for travel within Calaveras County. Travelers have views of the surrounding rolling hills covered with native vegetation in either direction, which provide a scenic backdrop. The landform is gently rolling terrain within the project limits. Land use within the corridor is rural, retail commercial, light industrial, and residential. The project corridor contains mostly buildings, with areas of residential and commercial buildings.

The City of Angels Camp maintains a regulatory framework that applies to this project in the form of general plan goals and policies and an Oak Tree and Heritage Trees Preservation Ordinance. The City Oak Tree and Heritage Trees Preservation Ordinance states goals for maintaining and enhancing the city's appearance in conjunction with four policies: promoting the city's character as viewed from major roadways; recognizing tree contribution to scenic value; establishing design standards for human-made elements that reflect the community and promote economic development; and encouraging and expanding vegetative cover. Implementation of the policies is the basis for a Vegetation and Oak Woodlands Management Program to retain select vegetation that helps define the city's character.

The General Plan—Policy 12A, Recreation identifies a goal of providing an acceptable supply of facilities that enhance opportunities, economy, design, visual quality, housing, natural resources, and cultural conservation across the city. In addition, two policies support the goal: (1) acquire and develop park and recreational facilities, and (2) encourage and expand vegetative cover.

The City Oak Tree and Heritage Trees Preservation Ordinance implements the general plan goals and policies by setting local development standards and approved mitigation strategies to protect oak woodlands and valuable natural

resources within the city. The ordinance defines an “oak tree” as a Quercus species with a diameter at breast height of 9 inches or greater; a “heritage tree” is defined as a select tree species with a diameter at breast height of 24 inches or greater. If any oak or heritage trees are expected to be affected by development, the city ordinance requires that those affected trees be appropriately mitigated by either replacement onsite at a 2-to-1 ratio, replacement offsite at a 1-to-1 ratio, or compensation to the City of Angels Camp Oak Tree Preservation Fund. Caltrans has elected to contribute to the city’s preservation fund to compensate for any impacts on oak or heritage tree species.

Environmental Consequences

Based on the Visual Impact Assessment dated October 6, 2022, the project, depending on the build alternative, would have an impact on trees that are covered by the City Oak Tree and Heritage Trees Preservation Ordinance. A large oak tree stands at 20 South Main Street (Assessor’s Parcel Number 058-015-10). Because of its size and age, and after discussions with the Caltrans design branch and the landscape architect, the oak tree will be avoided for all build alternatives.

Depending on the build alternative, the project would have potential impacts to other trees that qualify under the City Oak Tree and Heritage Tree Preservation Ordinance. Caltrans would make every effort to avoid affecting these trees by making roadway adjustments. If the trees cannot be avoided and the trees require removal, Caltrans would follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing to the City of Angels Camp Oak Tree Preservation Fund via in-lieu fees. Caltrans has identified the potential impact on oak or heritage trees for each build alternative (see the tables below). A complete analysis would be conducted during the plans, specifications, and estimates phase of the project to determine the number of trees affected.

Alternative 1

Under Alternative 1, approximately 25 trees of various species within the project area would qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 25 trees, 13 could be affected by construction of Alternative 1. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, Caltrans would follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-2 shows the trees that could be affected by construction of Alternative 1.

Table 2-2 Location of Tree Impacts for Alternative 1

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 2

Under Alternative 2, approximately 20 trees of various species within the project area would qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 20 trees, 13 could be affected by construction of Alternative 2. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans would follow the City Oak Tree and Heritage Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-3 shows the trees that could be affected by construction of Alternative 2.

Table 2-3 Location of Tree Impacts for Alternative 2

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 3

Under Alternative 3, approximately 21 trees of various species within the project area would qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 21 trees, 13 could be affected by construction of Alternative 3. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans would follow the City Oak Tree and Heritage

Trees Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-4 shows the trees that could be affected by construction of Alternative 3.

Table 2-4 Location of Tree Impacts for Alternative 3

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
53	058-018-002	115 South Main Street	Pine Tree	1
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Alternative 4

Under Alternative 4, approximately 25 trees of various species within the project area would qualify under the City Oak Tree and Heritage Trees Preservation Ordinance. Of the 25 trees, 12 could be affected by construction of Alternative 4. It is recommended that the project avoid these trees by making roadway adjustments. If the trees cannot be avoided by roadway adjustments, then Caltrans would follow the City Oak Tree and Heritage Tree Preservation Ordinance and minimize any impacts by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund. Table 2-5 shows trees that could be affected by construction of Alternative 4.

Table 2-5 Location of Tree Impacts for Alternative 4

Parcel Number	Assessor's Parcel Number	Address	Tree Species	Quantity
17	058-074-008	41 North Main Street	Oak Tree	1
16	058-013-012	99 North Main Street	Oak Tree	1
14	058-012-023	125 North Main Street	Oak Tree	1
85	058-010-009	178 North Main Street	Oak Tree	1
88	058-010-006	252 North Main Street	Oak Tree	8

Visual Resource and Resource Change

The Visual Impact Assessment analyzed the project setting and assessed the visual character, visual quality, and resource changes before and after

construction of the project. Caltrans has determined the project would not affect the eligible scenic status of the highway; however, the project would introduce noticeable visual changes to the environment that lessen the visual quality of the corridor. With the implementation of avoidance, minimization, and/or mitigation measures, the project would have a less than significant impact on the existing visual character, visual quality, or affected viewer groups.

For a detailed discussion of the parcel location, tree species, diameter, quantity, and avoidance and minimization recommendations, see the Visual Impact Assessment in Volume 2.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following avoidance, minimization, and/or mitigation measures would lessen visual impacts caused by the project to less than significant. Any impacts from the project on the loss of Oak and/or Heritage Trees species would be mitigated to less than significant by contributing in-lieu fees to the City of Angels Camp Oak Tree Preservation Fund, per the City Oak Tree and Heritage Trees Ordinance.

VIA 1—Avoid or mitigate per city ordinance for oak trees located in parcels #14, #17, and #85. These native oak trees have high aesthetic value. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 2—Avoid or mitigate per city ordinance oak trees in parcel #88. These trees are located at the end of the project limits. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 3—Avoid or mitigate per city ordinance oak trees in parcels #16, #56, and #88. These trees are very close to pavement, and avoidance may be possible in conjunction with selective pruning. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 4—Avoid or mitigate per city ordinance the pine tree in parcel #53. This tree is a heritage tree and has high aesthetic value. Any substantial damage to this tree would potentially cause a significant visual impact.

VIA 5—A rock blanket can be applied on the sidewalk, median, and roundabout to introduce natural stone colors to the gray concrete pavement.

VIA 6—Apply the architectural treatment on the vertical surface of the retaining wall.

VIA 7—Apply earth-colored stains on galvanized surfaces such as handrails, posts, and signs.

2.2 Physical Environment

2.2.1 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, as also the investigation and mitigation of waste releases, air quality, water quality, human health, and land use.

The main federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980, and the Resource Conservation and Recovery Act of 1976. The purpose of Comprehensive Environmental Response, Compensation and Liability Act, often referred to as "Superfund," is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement Resource Conservation and Recovery Act in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts the disposal of wastes and requires the cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5

Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material are vital if it is found, disturbed, or generated during project construction.

Affected Environment

Caltrans would make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. Caltrans would modify the intersection of State Route 49 and State Route 4 with either a roundabout or signalized intersection. The project would also make intersection improvements at the intersection of State Route 49 and Francis Street.

The intersections of State Route 4 and State Route 49 and State Route 49 and Francis Street are surrounded by commercial properties and residential properties. A gas station sits at the northeast corner of the State Route 4 and State Route 49 intersection.

Environmental Consequences

The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow thermoplastic/painted striping, treated wood waste, and soil potentially contaminated with petroleum hydrocarbons (fuel oil).

Aerially Deposited Lead

The project may encounter aerially deposited lead along the unpaved areas next to the highways. There is insufficient data to determine if the lead levels within the project area are above or below regulatory thresholds. Therefore, a project-specific aerially deposited lead soil survey in the unpaved areas would be conducted before construction. Any soil that contains lead above the regulatory limits will be disposed of per state and federal regulations.

Asbestos-Containing Material

The project may encounter asbestos-containing material. Depending on the build alternative selected, several buildings may have to be demolished. Before demolition, each building would be sampled for asbestos-containing material. If any asbestos-containing material is detected, it will be disposed of per state and federal regulations. The asbestos-containing material testing would be done by the right-of-way contractor prior to construction.

Lead-Based Paint

The project may encounter lead-based paint. Depending on the build alternative selected, several buildings may have to be demolished. Before demolition, each building would be sampled for lead-based paint. If any lead-

based paint is detected, it will be disposed of per state and federal regulations. The lead-based paint testing would be done by the right-of-way contractor prior to construction.

Striping

The project may remove yellow thermoplastic/painted striping and pavement markings, which are assumed to have high concentrations of lead. If the scope of work for this project requires road striping removal before cold-planing, then the Caltrans Standard Special Provision 14-11.12 will be added to the construction contract and the contractor will manage the removed striping and pavement marking as hazardous waste.

If the scope of work proposes to cold-plane the entire road surface, including any yellow paint/thermoplastic striping, and calculations show that the cold-planing residue will not be a hazardous waste, then the Caltrans Standard Special Provision 36-4 will be added to the construction contract and waste will be managed as construction debris.

Treated Wood Waste

The project may encounter treated wood waste during construction. Any treated wood that is encountered will be treated as hazardous waste and disposed of per state and federal regulations. Caltrans Standard Special Provision14-11.14 will be added to the construction contract.

With implementation of best management practices and Caltrans Standard Special Provisions, any project-related construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Petroleum Hydrocarbon Contaminated Soil

Although no open leaking underground storage tank sites sit within the project footprint, an active gas station is at 36 North Main Street at the northeast corner of the State Route 4 and State Route 49 intersection. The gas station is not identified on any of the Geotracker or Envirostor databases. An Initial Site Assessment was completed on November 22, 2022. The Initial Site Assessment was based on a full take of the property and recommended that soil borings/samples be taken throughout the property and analyzed for total petroleum hydrocarbons, volatile organic compounds, metals, and polychlorinated biphenyls. The project footprint has since changed, and the property at 36 North Main Street will be avoided. However, to assess the presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required prior to construction.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of best management practices and Caltrans Standard Special Provisions, any impacts or effects from hazardous waste and materials will be less than significant.

2.2.2 Air Quality

Regulatory Setting

The Federal Clean Air Act, as amended, is the main federal law that governs air quality. The California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards. The national and state ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide, nitrogen dioxide, ozone, lead, sulfur dioxide, and particulate matter, broken down for regulatory purposes into particles of 10 micrometers or smaller (particulate matter 10) and particles of 2.5 micrometers and smaller (particulate matter 2.5). In addition, state standards exist for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

The national and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act. In addition to this environmental analysis, a parallel “conformity” requirement under the Federal Clean Air Act also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan for attaining the National Ambient Air Quality Standards. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the National Ambient Air Quality Standards, and only for the specific National Ambient Air Quality Standards that are or

were violated. U.S. EPA regulations at 40 Code of Federal Regulations 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the National Ambient Air Quality Standards for carbon monoxide, nitrogen dioxide, ozone, particulate matter (particulate matter 10 and particulate matter 2.5), and in some areas (although not in California), sulfur dioxide. California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except sulfur dioxide, and also has a nonattainment area for lead; however, lead is not currently required by the Federal Clean Air Act to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans and Federal Transportation Improvement Programs that include all transportation projects planned for a region over a period of at least 20 years for regional transportation plans and 4 years (for the Federal Transportation Improvement Programs). Regional Transportation Plans and Federal Transportation Improvement Programs conformity uses travel demand and emission models to determine if the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Federal Clean Air Act and the State Implementation Plan are met.

If the conformity analysis is successful, the Metropolitan Planning Organization, Federal Highway Administration, and Federal Transit Administration make the determinations that the Regional Transportation Plans and Federal Transportation Improvement Programs are in conformity with the State Implementation Plan for achieving the goals of the Federal Clean Air Act. Otherwise, the projects in the Regional Transportation Plans and/or Federal Transportation Improvement Programs must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the Regional Transportation Plans and Federal Transportation Improvement Program, then the project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming Regional Transportation Plans and Transportation Improvement Plans; the project has a design concept and scope that has not changed significantly from those in the Regional Transportation Plans and Transportation Improvement Plans; project analyses have used the latest planning assumptions and Environmental Protection Agency-approved emissions models; and in particulate matter areas, the project complies with any control measures in the State Improvement Plan. Additional analyses (known as hot-spot analyses) may be required for projects in carbon monoxide and

particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

State Route 49 is a two-lane rural conventional highway. State Route 4 is a two-lane expressway, also known as the Angels Camp Bypass with left- and right-turn channelization at the State Route 49 and State Route 4 intersection. At the intersection, the pavement cross-section consists of a northbound and southbound through lane and a two-way left-turn lane. Currently, the intersection is signalized.

Per the Air Quality Memo dated January 13, 2022, the project is in Calaveras County and a part of the Mountain Counties Air Basin. Calaveras County is under the jurisdiction of the Calaveras County Air Pollution Control District.

Calaveras County is in nonattainment for the federal 8-hour ozone standard, unclassified for the federal particulate matter 10 standard, and unclassified/attainment for the federal particulate matter 2.5 standards. Calaveras County is in nonattainment for the state ozone and particulate matter 10 standards and unclassified for the state particulate matter 2.5 standards.

The Mountain Counties Air Basin is not in violation of any National Ambient Air Quality Standards, and therefore is exempt from air conformity requirements.

Environmental Consequences

Greenhouse Gas

For each alternative, construction would last 260 working days. Table 2-6 shows the estimated carbon dioxide emissions to construct each alternative per day.

Table 2-6 Carbon Dioxide Construction Emissions Per Alternative Per Day

Alternative Number	Alternative Description	Pounds of Carbon Dioxide Per Day
1	State Route 4 and State Route 49—Hybrid Roundabout, State Route 49 and Francis Street—Single-Lane Roundabout	320
2	State Route 4 and State Route 49—Modified Signal, State Route 49 and Francis Street—Traffic Signal	314
3	State Route 4 and State Route 49—Hybrid Roundabout, State Route 49 and Francis Street—Traffic Signal	327
4	State Route 4 and State Route 49—Modified Signal, State Route 49 and Francis Street—Single-Lane Roundabout	314

The operational climate change emissions do not need to be estimated because the project is not capacity-increasing.

The project is exempt from regional emissions analyses under 40 Code of Federal Regulations Section 93.127, Table 3 – "Intersection channelization projects."

Alternatives 2 and 3 offer the best value in terms of both cost and carbon dioxide emissions per day. However, the difference between carbon dioxide emissions per day for each alternative is at most 13 pounds per day. While a roundabout would in theory reduce emissions by eliminating the need for idling and stop-and-go traffic, this is not evident in comparing Alternative 2 to Alternative 4, as shown in Table 2-6.

Project Standard Special Provisions

During construction, the project will generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from the residents along the state right-of-way.

Standard Specifications

Caltrans Standard Specifications on dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control," require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed at this time. With the implementation of the Caltrans Standard Specifications for air pollution control and dust control, as well as local ordinances, regulations, and statutes, the impacts on air quality would be less than significant.

2.3 Biological Environment

2.3.1 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts on wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service, and the California Department of Fish and Wildlife are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. All other special-status animal species are discussed here, including California Department of Fish and Wildlife fully protected species and species of special concern, and U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration's National Marine Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

Per the Biological Resources Evaluation (No Effect) Memo, the project area falls within a mix of urban and undeveloped habitats with many intersections expanding onto or near oak woodlands and annual grasslands. Some of the annual grasslands can be used for grazing. There are trees within the project area that could provide potential nesting habitats for migratory birds. South of the State Route 4 and State Route 49 intersection, there is mostly urban habitat with minor ruderal grassland spaced around the existing roads. Within the project area is Cherokee Creek to the northwest of the State Route 4 and State Route 49 intersection. The creek is classified as an emergent forested/shrub wetland in some parts and riverine in other parts. Riparian habitat is also present around parts of Cherokee Creek.

The project lies in an area with urban and undeveloped habitats; the intersections expand onto or near oak woodlands and annual grasslands. The project vicinity has a Mediterranean climate characterized by hot, dry summers and cool/cold, moist winters. Most of the rainfall occurs between November and April. The project area sits within the "Upper Stanislaus"

hydrologic unit and the “Upper Calaveras California” hydrologic unit. Although the project limits cross over Cherokee Creek near post mile 9.0 on State Route 49, no work would be done in the creek. A small freshwater pond sits at post mile R21.3, and another small freshwater pond is near post mile R21.4 on State Route 4. No other creeks, streams, ponds, or wetlands are within the project limits or the environmental study limits.

Environmental Consequences

Caltrans reviewed lists of special-status plant and animal species and determined the project, with no habitat within the project footprint, would have no effect on any federally or state-listed plant or animal species.

Since no construction-related activities would occur near Cherokee Creek, the project would not have any impacts on wetlands or riparian habitats. Project construction would not occur in any jurisdictional stream or waterway. Caltrans determined no Clean Water Act Section 404 permit, Section 401 Certification, California Fish and Game Code Section 1600 Agreement, or consultation under the Federal Endangered Species Act or California Endangered Species Act would be required.

The Biological Resources Evaluation (No Effect) Memo found that trees in the project area could offer suitable habitat for migratory birds and raptors. Avoidance and minimization measures would be implemented to ensure migratory birds and raptors would not be impacted by the project.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following avoidance and minimization measures, impacts on migratory birds and raptors would be less than significant:

BIO 1—With Caltrans Standard Specifications 14-6.03B (Bird Protection) or similar provisions, project construction is not expected to result in the “take” (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.

- For work that is scheduled for between February 1 and September 30, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
- If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence.

If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally

Sensitive Area buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:

- If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed. If the scope of the project changes, then additional biological studies may be required.

It is anticipated that project construction occurring between October 1 and January 31 would not conflict with nesting migratory birds or raptors and would not require preconstruction nesting bird surveys or tree removal monitoring for nesting birds.

2.3.2 Construction Impacts

Affected Environment

Construction (short-term) impacts for the project would cause temporary impacts on the following: air quality, biological resources, utilities, emergency services, hazardous waste and materials, and noise.

These impacts would be addressed using standardized measures, including best management practices, that would be added to the construction contract, as discussed below.

Environmental Consequences

Air Quality

Per the Air Quality Memo dated January 13, 2022, during construction, the project would generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from residents along the state right-of-way.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with

the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017. With the implementation of best management practices and Caltrans Standard Conditions, any impacts will be minimized.

Biological Resources

Per the Biological Resources Evaluation (No Effect) Memo dated December July 13, 2022, construction activities could disturb migratory birds and raptors. With the implementation of following Caltrans 2018 Standard Specification, any impacts to migratory birds or raptors would be minimized.

- With Caltrans Standard Specification 14-6.03B (Bird Protection) or similar provisions, project construction is not expected to result in the "take" (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.
    - For work that is scheduled for between February 1 and September 30, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
    - If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence.
- If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area (ESA) buffers will be required in accordance with Measure 14-06.03B (Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:
    - If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
    - If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed.

Utilities and Emergency Services

The project would move fire hydrants and associated underground piping to accommodate Complete Streets elements (sidewalks, intersection improvements,

and bike lanes). Any identified aboveground utility poles would be relocated to accommodate the project's intersection and roadway improvements.

A utility relocation plan would be developed during the plans, specifications, and estimates phase for the project. Emergency services concerns would be addressed in the traffic management plan, which would be developed during the plans, specifications, and estimates phase of the project.

Hazards Waste and Materials

The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow striping, treated wood waste, and soil potentially contaminated with petroleum hydrocarbons (fuel oil). With implementation of the following Caltrans Special Provisions, any impacts from the use, transport, or disposal of hazardous waste or materials would be minimized:

- Caltrans Standard Special Provision 14-11.12 *Removal of Yellow Traffic Striping and Pavement Markings*
- Caltrans Standard Special Provision 14-11.14-*Treated Wood Waste*
- Caltrans Standard Special Provision 36-4 *Residue Containing Lead*

Noise

Per the Noise Compliance Study dated July 13, 2022, the project would generate intermittent construction-related noise. With implementation of Caltrans Standard Specifications, any noise impacts would be minimized:

- Caltrans Standard Specifications Section 14-8 "Noise Control"

Implementing the following measures would minimize temporary noise impacts from construction:

- Do not exceed 86 decibels at maximum sound levels at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the above best management practices and Caltrans Standard Specifications, any temporary construction-related impacts and/or adverse effects would be minimized.

2.3.3 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the project.

A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under the California Environmental Quality Act can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts under the National Environmental Policy Act can be found in 40 Code of Federal Regulations Section 1508.7.

Affected Environment

State Route 49 is a north-south route that travels along foothill communities in the Sierra Nevada Mountains. The project area is in the City of Angels Camp, which is a foothill community that has a downtown commercial corridor surrounded mostly by single-family residences.

The City of Angels Camp is well known for its Calaveras County Jumping Frog Jubilee and Mark Twain Festival. Other well-known activities include wine tasting, hiking trails, boating, and fishing activities. The city has numerous commercial properties, covering a wide range of retail activities. The project lies at the intersection of State Route 49 and State Route 4 and State Route 49 and Francis Street. The project would construct intersection, roadway, pedestrian, and bicycle improvements within the project area.

Caltrans reviewed the past, present, and reasonably foreseeable future actions, combined with the potential impacts of the project, and determined what impacts the project would have on the community, such as changes in community character, traffic patterns, housing availability, and employment.

Environmental Consequences

The resources that were identified and reviewed for cumulative impact analysis were residential single-family housing, commercial properties, and visual

resources. These resources were identified in the Relocation Impact Report dated August 5, 2022 and the Visual Impact Analysis dated October 6, 2022.

The Cumulative Impact Analysis Memo dated October 10, 2022 determined the project would not have a significant cumulative impact on residential single-family housing, commercial properties, or visual resources, when reviewed with past, present, and reasonably foreseeable future actions. Caltrans found approximately 5 projects that have occurred or will occur within the project area and determined these projects are roadway, pedestrian, and broadband connectivity projects that would not have any significant cumulative impacts on residential, commercial, or visual resources within the region.

Avoidance, Minimization, and/or Mitigation Measures

Impacts related to single-family residential and commercial properties would be minimized through the Caltrans Relocation Assistance Program. Further discussions on impacts to single-family residential and commercial properties can be found in Section 2.1.1 of this document. Impacts on visual resources would be minimized through the implementation of avoidance, minimization, and/or mitigation measures discussed in Section 2.1.4 of this document. The Cumulative Impact Analysis can be found in Volume 2 of this document.

Chapter 3 CEQA Evaluation

3.1 Determining Significance Under CEQA

The project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). For ease of use, the acronyms NEPA and CEQA will be used in this chapter instead of spelling out the longer names. The Federal Highway Administration's responsibilities for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 U.S. Code 327) and the Memorandum of Understanding dated May 27, 2022, and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under NEPA and CEQA.

One of the main differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (the project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental document.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. There are no types of actions under NEPA that parallel the findings of the mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact 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.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Per the Visual Impact Assessment dated October 6, 2022, the following significance determinations were made.

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

No Impact—The project is not near a scenic vista and therefore would not have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact With Mitigation Incorporated—The project lies on an eligible scenic highway. Depending on the alternative, the project would have an impact on trees that are covered by the City Oak Tree and Heritage Tree Preservation Ordinance. In the project area, 25 trees qualify under this ordinance; of those, up to 13 trees would be affected by construction.

As discussed in Section 2.1.4 of this document, the project would have an impact on visual aesthetics from the loss of trees. With implementation of the avoidance, minimization, and mitigation measures discussed in Section 2.1.4, any impacts from the loss to oak and heritage trees would be less than significant.

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?

No Impact—The project is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact—The project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for 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.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact—According to the California Department of Conservation Important Farmland Finder Database, the project would not 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.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—According to the Calaveras County 2020 General Plan, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact—The project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact—The project is within the City of Angels Camp and would not result in the loss of forest land or conversion of forest land to non-forest use.

e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact—The project would not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use.

3.2.3 Air Quality

CEQA Significance Determinations for 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. Based on the Air Quality Memo dated January 13, 2022, the following significance determinations were made:

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact—The project would not conflict with or obstruct the implementation of the applicable air quality plan.

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?

Less Than Significant Impact—According to the Air Quality Memo dated January 13, 2022, the project would generate construction-related carbon dioxide emissions. Alternative 1 is estimated to generate 320 pounds of carbon dioxide per day. Alternatives 2 and 4 are estimated to generate 314 pounds of carbon dioxide per day. Alternative 3 is estimated to generate 327 pounds of carbon dioxide per day.

During construction, the project would generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors during construction could cause occasional annoyance and complaints from the residents along the state right-of-way.

Caltrans Standard Specifications on dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017. With implementation of Caltrans Standard Specifications, any impacts on air quality would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

No Impact—The project would not expose sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact—The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.2.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Based on the Biological Resources Evaluation (No Effect) Memo dated July 13, 2022, the following significance determinations were made:

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries?

No Impact—The project would not 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.

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—The project would not 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.

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?

No Impact—The project would not 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.

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—Within the project area, some trees could be used as potential nesting habitats for migratory birds and raptors. To minimize any impact on migratory birds and raptors, avoidance and minimization measures would be implemented to ensure migratory birds, raptors, and their habitats would not be affected by the project. A detailed discussion of the avoidance and minimization measures can be found in Section 2.3.1 of this document or Appendix D—Avoidance, Minimization, and/or Mitigation Measures.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact—The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact—The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.2.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Based on the Historical Property Survey Report dated September 23, 2021 and the Amended Historical Property Survey Report dated April 29, 2022, the following significance determinations were made:

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact—The project would not cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

No Impact—The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact—The project would not disturb any human remains, including those interred outside of dedicated cemeteries.

3.2.6 Energy

CEQA Significance Determinations for Energy

Based on the Energy Analysis Report Memo date July 15, 2022, the following significance determinations were made:

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?

No Impact—The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Based on a review of the Alquist-Priolo Earthquake Faulting Zone Map, Divisions of Mines and Geology Special Publication 42, and the Paleontological Memorandum dated December 28, 2021, the following significance determinations have been made:

Would the project:

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—The project location would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

ii) Strong seismic ground shaking?

No Impact—The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

No Impact—The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact—The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact—The project would not result in substantial soil erosion or loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact—The project is not 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact—The project is not on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

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—The project would not 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.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact—The project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Based on the Climate Change/Greenhouse Gas Analysis Memo dated February 17, 2022, the following significance determinations were made:

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact—According to the Climate Change Greenhouse Gas Analysis dated February 17, 2022, each alternative would generate construction greenhouse gas emissions. The emissions calculations were determined by using the Caltrans Construction Emissions Tool (CALCET v1.1). The project's construction activities are expected to generate the following levels of carbon dioxide for each build alternative during the estimated 260 working days of the project:

- Alternative 1—approximately 320 pounds of carbon dioxide per day.
- Alternative 2—approximately 314 pounds of carbon dioxide per day.
- Alternative 3—approximately 327 pounds of carbon dioxide per day.
- Alternative 4—approximately 314 pounds of carbon dioxide per day.

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board emissions reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions that reduce construction vehicle emissions, also help reduce greenhouse gas emissions.

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project would not increase operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. With implementation of construction greenhouse gas reduction measures, the impact would be less than significant.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact—The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Based on the Hazardous Waste Initial Site Assessment dated, July 29, 2022, the following significance determinations were made:

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact—The project may encounter aerially deposited lead, asbestos-containing material, lead-based paint, yellow striping, and treated wood waste.

Aerially Deposited Lead

The project may encounter aerially deposited lead along the unpaved areas next to the highways. There is insufficient data to determine if the aerially deposited lead levels within the project area are above or below regulatory thresholds. Therefore, a project-specific aerially deposited lead soil survey in the unpaved areas would be conducted before construction. Any soil that contains lead above the regulatory limits would be disposed of per state and federal regulations.

Asbestos-Containing Material

The project may encounter asbestos-containing material. Depending on the alternative selected, several buildings may have to be demolished. Prior to demolition, each building would be sampled for asbestos-containing material. If any asbestos-containing material is detected, it would be disposed of per state and federal regulations. The asbestos-containing material testing will be done by the right-of-way contractor prior to construction.

Lead-Based Paint

The project may encounter lead-based paint. Depending on the alternative selected, several buildings may have to be demolished. Prior to demolition, each building would be sampled for lead-based paint. If any lead-based paint is detected, it would be disposed of per state and federal regulations. Lead-based paint testing would be done by the right-of-way contractor prior to construction.

Striping

The project may remove yellow thermoplastic/painted striping and pavement markings, which are assumed to have high concentrations of lead, present in the project area. If the scope of work for this project requires striping removal before cold-planing, then Caltrans Standard Special Provision 14-11.12 will be added to the construction contract and the contractor will manage the removed stripe and pavement marking as hazardous waste.

If the scope of work proposes to cold-plane the entire road surface, including any yellow paint/thermoplastic striping and calculations show that the cold-planing residue will not be a hazardous waste, then the Caltrans Standard Special Provision 36-4 will be added to the construction contract and waste would be managed as construction debris.

Treated Wood Waste

The project may encounter treated wood waste during construction. Any treated wood that is encountered would be treated as hazardous waste and disposed of per state and federal regulations. Caltrans Standard Special Provision14-11.14 would be added to the construction contract.

Petroleum Hydrocarbon Contaminated Soil

Although no open leaking underground storage tank sites sit within the project footprint, an active gas station is at 36 North Main Street at the northeast corner of the State Route 4 and State Route 49 intersection. The gas station was not found in the Geotracker or Envirostor databases. An Initial Site Assessment, completed on November 22, 2021, was based on a full take of the property and recommended that soil borings/samples be taken throughout the property and analyzed for total petroleum hydrocarbons, volatile organic compounds, metals, and polychlorinated biphenyls. The project footprint has since changed, and the property at 36 North Main Street will be avoided. However, to assess the presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required before construction.

With the implementation of best management practices and Caltrans Standard Special Provisions, any project construction activities would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact—The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact—The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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?

Less Than Significant Impact—The project sits next to a gas station at the intersection of State Route 4 and State Route 49. Caltrans has not been able to determine the extent of contamination, if any, that may have migrated into the project area. To assess the presence and magnitude of contamination in the soils next to the gas station, a Preliminary Site Investigation is required prior to construction.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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—The project is not within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would not result in a safety hazard or excessive noise for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact—The project would not impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact—The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Based on the Water Compliance Memo dated July 1, 2021, the following significance determination were made:

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

No Impact—The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality.

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—The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge so that the project would impede sustainable groundwater management of the basin.

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—The project would not 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 that would result in substantial erosion or siltation onsite or offsite.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

No Impact—The project would not 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 that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite.

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?

No Impact—The project would not 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 that would 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.

iv) Impede or redirect flood flows?

No Impact—The project would not 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 that would impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact—The project is not in a flood hazard, tsunami, or seiche zone, and would not risk releasing pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

Would the project:

a) Physically divide an established community?

No Impact—The project is an intersection improvement project and would not physically divide an established community.

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—According to the City of Angels Camp 2020 General Plan, the project would not 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.

3.2.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

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?

No Impact—According to the City of Angels Camp 2020 General Plan, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact—The intersection improvement project would not 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.

3.2.13 Noise

CEQA Significance Determinations for Noise

Based on the Noise Compliance Study dated July 13, 2022, the following significance determinations were made:

Would the project result in:

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—The project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Impact—The project would not generate excessive groundborne vibration or groundborne noise levels.

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 two 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—The project is not near a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels.

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

Would the project:

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—The project is an intersection improvement project and would not induce substantial unplanned population growth in an area, either directly or indirectly.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—The project would not displace substantial numbers of existing people or housing, and would not require construction of replacement housing elsewhere.

3.2.15 Public Services

CEQA Significance Determinations for Public Services

Based on the Community Impact Assessment Memo dated September 26, 2022, the following determinations were made:

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—The project would not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or fire protection.

Police protection?

No Impact—The project would not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or police protection.

Schools?

No Impact—The project would not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or schools.

Parks?

No Impact—The project would not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or parks.

Other public facilities?

No Impact—The project would not 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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services or other public facilities.

3.2.16 Recreation

CEQA Significance Determinations for Recreation

Based on the Community Impact Assessment Memo dated September 26, 2022, the following significance determinations were made:

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—The project would not increase the use of existing neighborhood and regional parks or other recreational facilities so that substantial physical deterioration of the facility would occur or be accelerated.

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—The project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

3.2.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact—All build alternatives incorporate Complete Streets elements to accommodate Class II bicycle lanes, pedestrian facilities, and driveway approaches and would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact—The project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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—The project would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) Result in inadequate emergency access?

Less than Significant Impact—All four build alternatives would have temporary impacts on emergency services from construction activities, such as lane closures and detours. With the proposed relocation of fire hydrants and associated underground piping, the project would have a temporary impact on emergency fire services. All temporary impacts to emergency services would be addressed through the traffic management plan. Caltrans would work with local agencies to address the concerns of emergency services during project construction.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Based on the Historical Property Survey Report dated September 23, 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:

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)?

No Impact—The project would not 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision 1 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—The project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision 1 of Public Resources Code Section 5024.1.

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

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—The project would not affect any water, sewer, or underground utilities. However, the project would have to move fire hydrants and associated underground piping to accommodate Complete Streets elements (sidewalks, intersection improvements, and bike lanes). Aboveground utility poles may need to be relocated for the project's intersection and roadway

improvements. Utility verification, conflicts, and required utility relocations and/or design avoidance measures would be developed during the plans, specifications, and estimates phase of the project.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact—The project would have sufficient water supplies available to serve the project and any reasonably foreseeable future development during normal, dry, and multiple dry years.

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—The project would not result in a determination by the wastewater treatment provider that serves the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

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—The project would not 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.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact—The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire

Based on the Wildfire Severity Analysis Memo dated August 2, 2021, the following significance determinations were made:

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact—The project would not impair an emergency response plan or emergency evacuation plan.

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—The project would not (due to slope, prevailing winds, and other factors) exacerbate wildfire risks, and would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.

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—The project would not require installation or maintenance of associated infrastructure (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.

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—The project would not 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.

3.2.21 Mandatory Findings of Significance

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 With Mitigation Incorporated—With the implementation of avoidance, minimization, and/or mitigation measures discussed in this document, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental

effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact—The project would not have impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact—With implementation of avoidance and minimization measures discussed in this document, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

3.3 Wildfire

Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

Affected Environment

According to the Caltrans District 10 Climate Change Vulnerability Assessment, Calaveras County has approximately 147 miles of roadway that are exposed to medium, high, or very high wildfire risk. Over time, the risk of wildfire will increase along these corridors. The project is near a local responsibility area—a very high hazard severity zone at Francis Street where the proposed intersection improvements are located. The project limits are in a Local Responsibility Area under Angel's Camp Fire District.

Environmental Consequences

Caltrans has determined the scope of the project would not affect any fire hazard severity zones in the area. With implementation of Caltrans Standard Specification 7-1.02M(2) Fire Protection and best management practices, Caltrans has determined the project would not impair an emergency response plan; not have the potential to exacerbate wildfire risk; not install infrastructure that could exacerbate wildfire risk, nor expose people or structures to wildfire risk.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specification 7-1.02M(2) Fire Protection would be implemented to minimize the risk of wildfire.

3.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are mainly concerned with the emissions of greenhouse gases generated by human activity, including carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional human-generated carbon dioxide.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing greenhouse gas emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

3.4.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

The National Environmental Policy Act (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration, therefore, supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development, design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA no date). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been made at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 U.S. Code Section 6201) and Corporate Average Fuel Economy Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. Environmental Protection Agency in conjunction with the National Highway Traffic Safety Administration is responsible for setting greenhouse gas emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence greenhouse gas emissions.

State

California has been innovative and proactive in addressing greenhouse gas emissions and climate change by passing multiple Senate and Assembly bills and executive orders including, but not limited to, the following:

Executive Order S-3-05 (June 1, 2005): The goal of this order is to reduce California's greenhouse gas emissions to (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and Senate Bill 32 in 2016.

Assembly Bill 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: This bill codified the 2020 greenhouse gas emissions reduction goals outlined in Executive Order S-3-05, while further mandating that the California Air Resources Board create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020 (Health and Safety Code Section 38551(b)). The law requires the California Air Resources Board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard for California. Under this order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. The California Air Resources Board re-adopted the low carbon fuel standard regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 greenhouse gas reduction goals.

Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization for each region must then develop a "Sustainable Communities Strategy" that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under Assembly Bill 32.

Executive Order B-16-12 (March 2012): This order requires State entities under the direction of the governor, including the California Air Resources Board, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): This order establishes an interim statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs the California Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. Greenhouse gases differ in how much heat each trap in the atmosphere (global warming potential). Carbon dioxide is the most important greenhouse gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called “carbon dioxide equivalent.” The global warming potential of carbon dioxide is assigned a value of 1, and the global warming potential of other gases is assessed as multiples of carbon dioxide. Finally, it requires the Natural Resources Agency to update the State’s climate adaptation strategy, *Safeguarding California*, every three years, and to ensure that its provisions are fully implemented.

Senate Bill 32, Chapter 249, 2016: This bill codifies the greenhouse gas reduction targets established in Executive Order B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Senate Bill 1386, Chapter 545, 2016: This bill declared “it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

Assembly Bill 134, Chapter 254, 2017: This bill allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 743**,** Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to the California Environmental Quality Act from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state’s goals of reducing greenhouse gas emissions and traffic-related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150**,** Chapter 150, 2017, Regional Transportation Plans: This bill requires the California Air Resources Board to prepare a report that assesses

progress made by each metropolitan planning organization in meeting its established regional greenhouse gas emission reduction targets.

Executive Order B-55-18 (September 2018): This order sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing greenhouse gas emissions.

Executive Order N-19-19 (September 2019): This order advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce greenhouse gas emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This order also directs the California Air Resources Board to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

3.4.2 Environmental Setting

The project sits along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. The project is within the City of Angels Camp, with mainly residential, commercial, and industrial facilities. State Route 49 and State Route 4 are rural transportation routes through the project area for both passenger and commercial vehicles.

Calaveras County is a rural county where traffic counts are low, and State Route 49 and State Route 4 are rarely congested. The Calaveras Council of Governments updates the Calaveras County Regional Transportation Plan, which guides transportation development. The Calaveras County General Plan, City of Angels Camp General Plan, and Regional Transportation Plan address greenhouse gas issues and causes. These plans recognize and develop methods to reduce greenhouse gas sources. According to the Calaveras County Regional Transportation Plan, "Overall traffic volumes on Calaveras County state highways have generally decreased in the last ten years, with the exception of near the Stanislaus County line and Vallecito. As such, the Calaveras County region is not a significant contributor to greenhouse gas emissions. Regardless, this Regional Transportation Plan identifies improvements to bicycle and pedestrian facilities that will encourage residents and visitors to use alternatives to the private vehicle for transportation, thereby helping to reduce greenhouse gas emissions."

The project is listed in the 2021 Federal Statewide Transportation Improvement Program Rural Non-Metropolitan Areas and grouped under the Safety Improvements State Highway Operation and Protection Program Mobility Program.

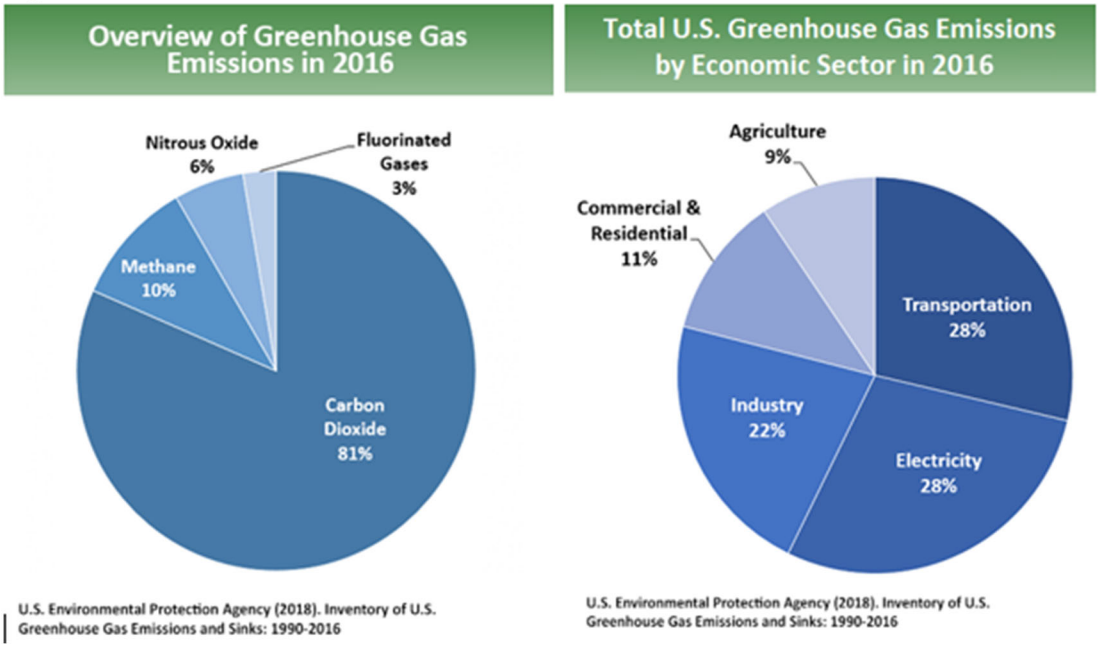
A greenhouse gas emissions inventory estimates the amount of greenhouse gases discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual greenhouse gas emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. Environmental Protection Agency is responsible for documenting greenhouse gas emissions nationwide, and the California Air Resources Board does so for the state, as required by Health and Safety Code Section 39607.4.

National Greenhouse Gas Inventory

The U.S. Environmental Protection Agency prepares a national greenhouse gas inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of greenhouse gases in the United States, reporting emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. It also accounts for emissions of carbon dioxide that are removed from the atmosphere by "sinks" such as forests, vegetation, and soils that uptake and store carbon dioxide (carbon sequestration).

The 1990–2016 inventory found that of 6,511 million metric tons of carbon dioxide equivalent greenhouse gas emissions in 2016, 81 percent are carbon dioxide, 10 percent are methane, and six percent are nitrous oxide; the balance consists of fluorinated gases (EPA 2018a). In 2016, greenhouse gas emissions from the transportation sector accounted for nearly 28.5 percent of U.S. greenhouse gas emissions. See Figure 3-1.

Figure 3-1 U.S. 2016 Greenhouse Gas Emissions



U.S. Environmental Protection Agency (2018). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016

U.S. Environmental Protection Agency (2018). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016

State Greenhouse Gas Inventory

The California Air Resources Board collects greenhouse gas emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its greenhouse gas reduction goals. The 2019 edition of the greenhouse gas emissions inventory found total California emissions of 424.1 million metric tons of carbon dioxide equivalent for 2017, with the transportation sector responsible for 41 percent of total greenhouse gases. It also found that overall statewide greenhouse gas emissions declined from 2000 to 2017 despite growth in population and state economic output (Air Resources Board 2019a). See Figures 3-2 and 3-3.

Figure 3-2 California 2017 Greenhouse Gas Emissions

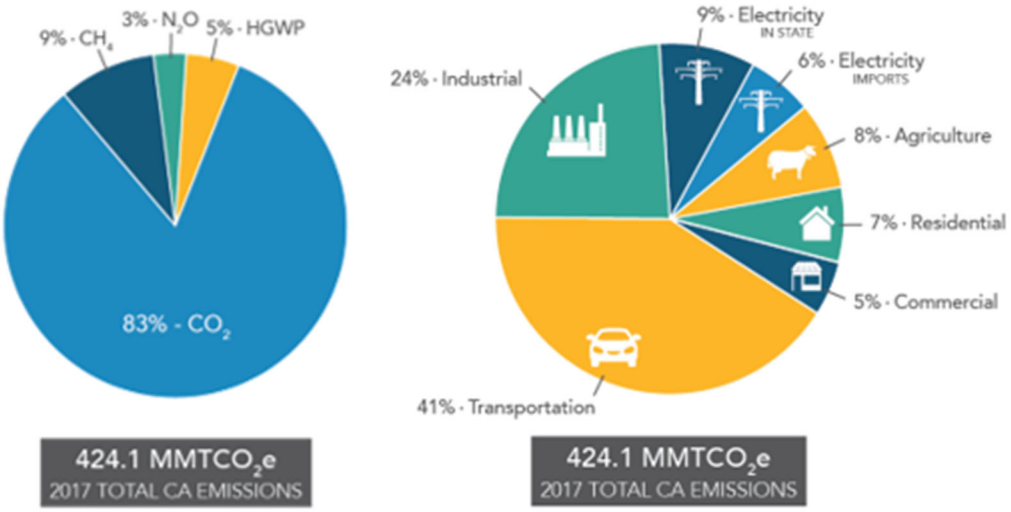
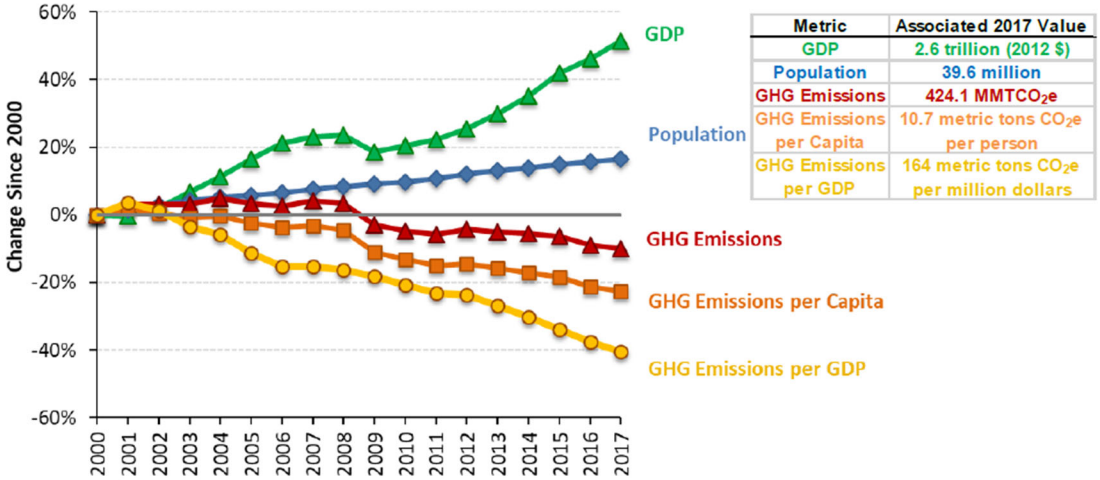


Figure 3-3 Change in California Gross Domestic Product, Population, and Greenhouse Gas Emissions since 2000



Assembly Bill 32 required the California Air Resources Board to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020 and to update it every five years. The California Air Resources Board adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in Executive Order B-30-15 and Senate Bill 32. The Assembly Bill 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce greenhouse gas emissions.

Regional Plans

The California Air Resources Board sets regional targets for California's 18 Metropolitan Planning Organizations to use in their Regional Transportation Plan/Sustainable Communities Strategy to plan future projects that will cumulatively achieve greenhouse gas reduction goals. Targets are set at a percentage reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels.

Calaveras County is not a Metropolitan Planning Organization and is therefore not required to prepare a Sustainable Communities Strategy under Senate Bill 375. The project is within the jurisdiction of the Calaveras County Regional Transportation Planning Agency (RTPA). The 2021 Regional Transportation Plan identifies policies and improvement projects that will reduce greenhouse gas emissions. Some of these goals and policies include:

Goal—Achieve statewide greenhouse gas emission reductions targets and increase resilience to climate change.

Policy 2.1—Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost-effective movement of people and freight Zero-Emission Vehicles.

Policy 5.1—Increase the mode share for public transit and non-motorized travel through operational improvements and construction of bicycle, pedestrian, and park-and-ride facilities.

Policy 5.8—Coordinate with federal and state agencies and local air management districts on matters related to the air quality conformity process specified in the latest federal clean air requirements and legislation for transportation projects (transportation-related).

Policy 5.9—Consider alternative transportation technologies, such as micro-transit and electric car or bike-share programs.

Policy 5.10—Coordinate with local and neighboring jurisdictions to identify mutually beneficial programs, projects, or partnership opportunities aimed at

reducing or offsetting regionally produced mobile source greenhouse gas emissions.

3.4.3 Project Analysis

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the state highway system and those produced during construction. The main greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon emissions is included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, Section 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself” (Cleveland National Forest Foundation versus San Diego Association of Governments (2017) 3 California 5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the project is to construct intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County. The project offers four build alternatives with similar traffic operation improvements for each alternative, with varying combinations of roundabouts and traffic signals. The operational analysis for these alternatives was done based on the individual type of intersection control (i.e., roundabout or traffic signal). The Caltrans 2020 Traffic Operations Analysis Report and 2021 Supplemental Traffic Analysis Operations Analysis compared the two intersection improvements, roundabouts, or traffic signals. The traffic operation analysis found all four alternatives would reduce carbon dioxide emissions and fuel consumption compared to the current conditions.

The State Route 49 and State Route 4 intersection improvements (roundabout or modified traffic signal) would affect the existing traffic flow.

The analysis showed an overall improvement in carbon dioxide emissions, less fuel consumption, and traffic delays. The modified traffic signal proposed at this location also showed improved carbon dioxide emissions, less fuel consumption, and traffic delays.

The State Route 4 and Francis Street intersection improvement (traffic signal or single-lane roundabout) would affect the existing traffic flow. The analysis showed an overall improvement in travel speed and time delay, but carbon dioxide emissions did not improve. This is a result of installing traffic control where no traffic control was before.

In addition, the proposed work includes Class II bike lanes, sidewalks on State Route 49, and new driveway approaches. The project would not increase the vehicle capacity of the roadway.

This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on State Route 4 and State Route 49, no increase in vehicle miles traveled would occur as a result of project implementation. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

While some greenhouse gas emissions during the construction period would be unavoidable, the project, once completed, would not lead to an increase in operational greenhouse gas emissions.

Construction Emissions

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all the California Air Resources Board emission reduction regulations, and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment

idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The project will also implement Caltrans standardized measures (such as construction best management practices) that apply to most or all Caltrans projects. Certain common regulations, such as equipment idling restrictions and the development and implementation of a traffic control plan that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

CEQA Conclusion

While the project would result in greenhouse gas emissions during construction, it is expected that the project would not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction greenhouse gas reduction measures, the impact would be less than significant.

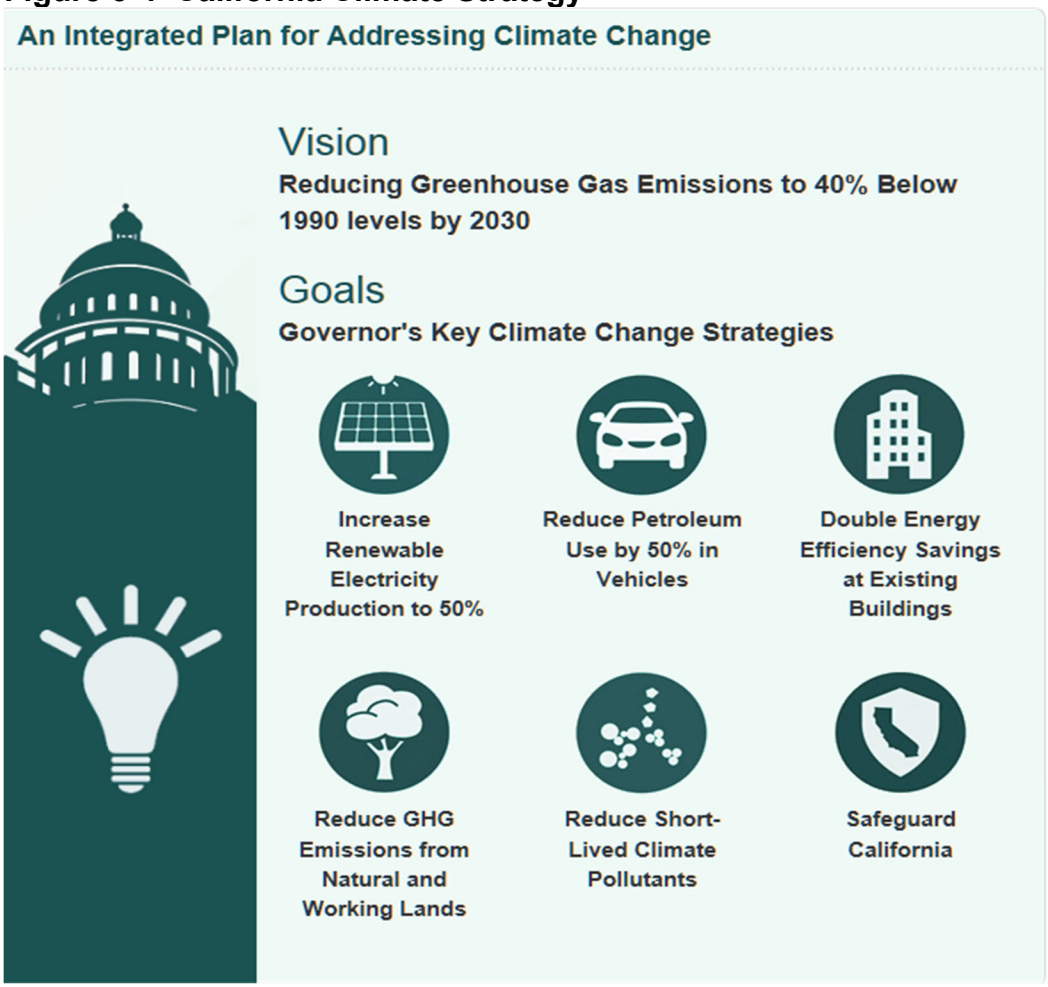
Caltrans is committed to implementing measures to help reduce greenhouse gas emissions. The measures are outlined in the following section.

3.4.4 Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown Jr promoted greenhouse gas reduction goals that involved: 1) reducing today's petroleum use in cars and trucks by up to 50 percent; 2) increasing from one-third to 50 percent our electricity derived from renewable sources; 3) doubling the energy-efficiency savings achieved at existing buildings and making heating fuels cleaner; 4) reducing the release of methane, black carbon, and other short-lived climate pollutants; 5) managing farms and rangelands, forests, and wetlands so they can store carbon; and 6) periodically updating the state's climate adaptation strategy, *Safeguarding California*. See Figure 3-4.

Figure 3-4 California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state builds on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and a reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision-making. Trees and vegetation in forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above-ground and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, the California Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include:

- Increasing the percentage of non-auto mode share
- Reducing vehicle miles traveled
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures would be used in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

Caltrans Standard Specifications Section 14-9.02 "Air Pollution Control" requires the contractor to comply with air pollution control rules, ordinances, regulations, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017. Implementation of the specifications should effectively reduce and control emissions during construction. Additional strategies would be included in the construction contract to reduce emissions:

- Provide construction environmental training that includes strategies to reduce greenhouse gas emissions.
- Use fuel-efficient construction equipment.
- Reduce construction waste and maximize the use of recycled materials (reduces the consumption of raw materials, reduces landfill waste, and encourages cost savings).
- Require fuel efficiency from construction equipment (examples provided below):
    - Maintain equipment in proper tune and working condition
    - Right size equipment for the job
    - Use equipment with new technologies
- Balance cut and fill quantities to reduce the need for transport of earthen materials.

3.4.5 Adaptation

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfires can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under the National Environmental Policy Act assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration National Environmental Policy Act regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every four years, in accordance with the Global Change Research Act of 1990 (15 U.S. Code Chapter 56A Section 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime" (U.S. Global Change Research Program 2018).

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the U.S. Department of Transportation in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services, and operations remain effective in current and future climate conditions" (U.S. Department of Transportation 2011).

Federal Highway Administration Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (Federal Highway Administration 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California's Fourth Climate Change Assessment* (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include but are not limited to ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (*Safeguarding California* Plan). The *Safeguarding California* Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California—An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and a new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

Executive Order B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This order recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects

including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure*—Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence*—Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization*—Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

In the 2019 Caltrans Climate Change Vulnerability Assessment, District 10 staff has identified key stressors that contribute to climate change. These include temperature, precipitation, wildfire, storm surge, and sea-level rise.

The scope of this project is to make roadway, intersection, pedestrian, and bicycle improvements along State Routes 49 and State Route 4 and would not be subject to climate change effects. When analyzing the project scope with the stressors identified by the District 10 assessment, and with the implementation of standard specifications and best management practices, the project would not contribute to or exacerbate the effects of climate change. Accordingly, the project is expected to improve the existing traffic conditions and provide alternative transportation modes with the incorporation of pedestrian and bicycle facilities within the project area.

Sea Level Rise

The project is outside the coastal zone and not in an area subject to sea-level rise. So, direct impacts on transportation facilities due to projected sea-level rise are not expected.

Floodplains Analysis

Based on a review of the Federal Emergency Management Agency National Flood Hazard Layer FIRmette Map, the project is in Zone X, which is determined to be outside the 0.2 percent annual chance (1-in-500-year frequency) of a flood. The Caltrans District 10 Climate Change Vulnerability Assessment predicts up to a 5 percent change in the 100-year storm precipitation depth by the year 2055.

However, the project would make intersection, roadway, and pedestrian and bicycle improvements and would not contribute to any adverse effects on floodplains and precipitation.

Wildfire

The project is within or near a very high hazard severity zone at the location of Francis Street where the intersection improvements would be made. According to the Caltrans District 10 Climate Change Vulnerability Assessment, Calaveras County has approximately 147 miles of roadway that are exposed to medium, high, or very high wildfire risk. Over time, the risk of wildfire will increase along these corridors. Caltrans has determined the scope of the project would not affect any fire hazard severity zones in the area. The project limits are in a Local Responsibility Area under the City of Angel's Camp Fire district.

Also, Caltrans has determined the project would not impair an emergency response plan, not have the potential to exacerbate wildfire risk, and not install infrastructure that could exacerbate wildfire risk or expose people or structures to wildfire risk.

Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction. The project area would not be exposed to greater wildfire risk than the area already is under current conditions.

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Chapter 4 List of Preparers

This document was prepared by the following Caltrans District 10 and District 6 staff:

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Raymond Benson, Associate Environmental Planner (Archaeology). M.A., Cultural Resources Management, Sonoma State University; B.A., Anthropology, Minor in Geography, Humboldt State University; more than 27 years of archaeology and 22 years of cultural resources management experience. Contribution: Principal Investigator, Prehistoric and Historic Archaeology.

Jonathan Coley, Environmental Scientist. B.A., Environmental Studies-Planning, University of California at Santa Cruz; 16 years of environmental compliance and environmental planning experience. Contribution: Environmental Assessment/Initial Study, Section 4(f) Memo, Wildfire Memo, Energy Memo, Climate Change/Greenhouse Gas Memo, Community Impact Analysis Memo, Cumulative Impact Analysis Memo.

Maya Hildebrand, Associate Environmental Planner (Air Quality Coordinator). B.S., Geology, Utah State University; 8 years of air quality analysis and 7 years of combined geological/environmental hazards experience. Contribution: Air Quality Memo.

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Rogerio Leong, Engineering Geologist. B.S., Geology, University of Sao Paulo, Brazil; 20 years of environmental site assessment and

investigation experience. Contribution: Authored and co-authored several Remedial Investigation/Feasibility Study Reports for Superfund-contaminated sites. Contribution: Water Compliance Memo.

Jonathan Sampson, Landscape Associate, Range D (Landscape Architect). B.A., Master of Public Administration, Master of Landscape Architecture; 16 years of experience in the public sector, 5 years at Caltrans. Contribution: Visual Impact Analysis.

Jonathan Schlee, Hazardous Waste Specialist. B.S., Biological Sciences, Sacramento State University; 8 years of experience performing hazardous waste assessments for transportation projects. Contribution: Hazardous Waste Initial Site Assessment.

Matthew Walker, Environmental Planner (Architectural History). M.A., California State University, Sacramento; 3 years of cultural resource management experience. Contribution: Historical Property Survey Report.

Zheng Yang, Landscape Associate, Range D. B.A., Landscape Architecture, University of California, Berkeley; 16 years of experience. Contribution: Visual Impact Assessment.

Chapter 5 Distribution List

The Initial Study/Environmental Assessment has been sent to the following addresses. Postcard mailers announcing the public meeting will be mailed out to post office blocks within the area. Public Notices informing the public about the project will be placed in local newspapers and social media outlets.

- Calaveras County Board of Supervisors, 891 Mountain Ranch Road, San Andreas, CA 95249
- Calaveras Council of Governments, PO Box 280, 444 Saint Charles Street/Highway 49, San Andreas, CA 95249
- Calaveras County Historical Society, P.O. Box 721, 30 North Main Street, San Andreas, CA 95249
- California State Assembly Member, Frank Bigelow, 460 Sutter Hill Road, Suite C, Sutter Creek, CA 95685
- California State Historic Preservation Officer, Office of Historic Preservation, California Department of Parks and Recreation, 1725 23rd Street, Sacramento, CA 95816
- California State Senator, Andreas Borgeas, 460 Sutter Hill Road, Suite C, Sutter Creek, CA 95685
- City of Angels Camp, City Hall, P.O. Box 667, Angels Camp, CA 95222
- City of Angels Camp Fire Department, P.O. Box 667, 1404 Vallecito Road, Angels Camp, CA 95222
- City of Angels Camp Police Department, P.O. Box 459, 200 Monte Verda Street, Angels Camp, CA 95222
- Mr. Kevin Johnson, 2288 Buena Vista Avenue, Livermore, CA 94550
- United States Representative, Tom McClintock, 2256 Rayburn House Office Building, Washington, DC 20515
- Unites States Senator, Alex Padilla, 2500 Tulare Street, Suite 5290, Fresno, CA 93721
- United States Senator, Dianne Feinstein, 2500 Tulare Street, Suite 4290, Fresno, CA 93721
- Jennie Hoag, PO Box 69, Murphys, CA 95247
- Thomas Nyland, 4038 Vista Way, Davis, CA 95618
- Jo Jo Properties LLC, PO Box 890, Altaville, CA 95221
- Dale Clifton, PO Box 268. Altaville, CA 95221
- De Alfred Anda, PO Box 520, Altaville, CA 95221

Appendix A Section 4(f) Evaluation

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S. Code 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project…"requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 U.S. Code 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties or 4) the project does not permanently use the property and does not hinder the preservation of the property.

The Calaveras 49 Mobility Improvement project proposes to make intersection, roadway, pedestrian, and bicycle improvements along State Route 49 and State Route 4 in the City of Angels Camp in Calaveras County.

The project would modify the intersections of State Route 49 and State Route 4 with either a roundabout or signalized intersection.

The following resources were identified within 0.5 mile of the project study area:

1. Utica Park at 933 South Main Street, Angels Camp
2. Tyron Park at 1424 Vallecito Road, Angels Camp
3. Copello Park at 731 CA 49, Angels Camp
4. Gate Way Park at Angels Camp

The identified parks are outside the proposed project area, and any construction-related activities would not impact these parks. Caltrans has determined the properties are Section 4(f) properties, but no “use” would occur. Therefore, the provisions of Section 4(f) do not apply.

Caltrans has identified 10 potential historic resources located within the City of Angels Camp. Potential historic properties are as follows:

- 87 South Main Street
- 79 South Main Street
- 5 South Main Street
- 60 North Main Street
- 68 North Main Street
- 96 North Main Street
- 99 North Main Street
- 252 North Main Street
- 217 North Main Street
- 268 Francis Street

Caltrans determined the properties listed above are not eligible historic properties. Therefore, the provisions of Section 4(f) do not apply.

Caltrans found one previously identified resource within the project area: a stone building in Angels Camp, within the Area of Potential Effects, that was previously found eligible as part of another undertaking:

- 20 South Main Street

In re-evaluating the property, Caltrans determined the property was not eligible for inclusion in the National Register of Historic Places. It is Caltrans’ opinion that there are other buildings in the region that are better examples of the type and materials used. Caltrans sought concurrence from the State Historic Preservation Officer on the eligibility determination. On June 9, 2022, the State Historic Preservation Officer concurred with Caltrans’ eligibility determination. Caltrans has determined the property is not a Section 4(f) property. Therefore, the provisions of Section 4(f) do not apply.

Appendix B 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

Making Conservation a California Way of Life.

September 2021

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; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

DECLARATION OF POLICY

"The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business,

farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state-assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible

for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 Code of Federal Regulations 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of a lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item

Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency. Further information can be found on the Division of Right of Way’s Relocation Assistance Program website:

https://dot.ca.gov/programs/right-of-way/relocation-assistance-program

Appendix D Avoidance, Minimization, and/or Mitigation Measures Summary

To ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as shown in the proposed Environmental Commitments Record that follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to the implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Biology

BIO 1—Caltrans Standard Specifications 14-6.03B (Bird Protection) or similar provisions, the proposed construction activities proposed for the Calaveras 49 Mobility Improvement are not expected to result in the "take" (as defined by the Migratory Bird Treaty Act or as defined by California Fish and Game Code) of any migratory birds, raptors, or their active nests.

- For work that is scheduled for between February 1 and September 30, a nesting migratory bird/nesting raptor survey would be performed 14 days before the proposed start date of any construction-related activities. Construction work would be approved if a survey of the job site within the 14 days before the proposed start of the construction activity shows an absence of nesting birds.
- If activities fail to commence within 14 days, or if there is a halt to the activities with a delay of more than 14 days, another nesting migratory bird/nesting raptor survey must be performed before construction activities can recommence.

If nesting migratory birds or raptors are found during the preconstruction survey or during construction activities, the following Environmentally Sensitive Area buffers will be required in accordance with Measure 14-06.03B

(Bird Protection) of the Caltrans 2018 Standard Specification and/or Special Provisions:

- If any active migratory bird nest is observed, a 100-foot Environmentally Sensitive Area buffer must be implemented and avoided until the young have fledged or a qualified biologist determines that construction may proceed.
- If an active raptor nest is observed, a 300-foot Environmentally Sensitive Area buffer must be implemented and avoided around the nest until the young have fledged or a qualified biologist determines that construction may proceed. If the scope of the project changes, then additional biological studies may be required.

It is anticipated that project construction activities occurring between October 1 and January 31 would not conflict with nesting migratory birds or raptors and would not require preconstruction nesting bird surveys or tree removal monitoring for nesting birds.

Visual/Aesthetics

The implementation of the following avoidance, minimization, and/or mitigation measures would lessen visual impacts caused by the project. Any impacts from the project on the loss of oak and/or heritage tree species will be mitigated to less than significant by contributing in-lieu fees to the City of Angels Oak Tree Preservation Fund, per the City of Angels Oak Tree and Heritage Tree Ordinance.

VIA 1—Avoid or mitigate per city ordinance for oak trees located in parcels #14, #17, and #85. These native oak trees have high aesthetic value. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 2—Avoid or mitigate per city ordinance oak trees in parcel #88. These trees are located at the end of the project limit. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 3—Avoid or mitigate per city ordinance oak trees in parcels #16, #56, and #88. These trees are very close to pavement, and avoidance may be possible in conjunction with selective pruning. Any substantial damage to these trees would potentially cause a significant visual impact.

VIA 4—Avoid or mitigate per city ordinance the pine tree in parcel #53. This tree is a heritage tree and has high aesthetic value. Any substantial damage to this tree would potentially cause a significant visual impact.

VIA 5—A rock blanket can be applied on the sidewalk, median, and roundabout to introduce natural stone colors to the gray concrete pavement.

VIA 6— Apply the architectural treatment on the vertical surface of the retaining wall.

VIA 7— Apply earth-colored stains on galvanized surfaces such as handrails, posts, and signs.

List of Technical Studies Bound Separately

Draft Relocation Statement

Air Quality Memo

Biological Resources Evaluation (No Effect) Memo

Climate Change/Greenhouse Gas Memo

Community Impact Analysis Memo

Cultural Studies

- Supplemental Historical Property Survey Report
- Historic Resource Evaluation Report

Cumulative Impact Assessment Memo

Energy Analysis Report Memo

Hazardous Waste Reports—Initial Site Assessment

Noise Compliance Study

Paleontology Memo

Section 4(f) Memo

Visual Impact Assessment

Water Compliance Memo

Wildfire Severity Analysis Memo

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

Jonathan Coley
District 10 Environmental Division
California Department of Transportation
1976 Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205

Or send your request via email to: jonathan.coley@dot.ca.gov.
Or call: (209) 479-4083

Please provide the following information in your request:

Project title: Calaveras 49 Mobility Improvements Project

General location information: In Calaveras County on State Route 49 and State Route 4 in the City of Angels Camp

District number-county code-route-post mile: 10-CAL-49/4-8.4-9.1, R20.8-21.4

Project ID number: 10-1H010/1017000057