ALTURAS CAPM PROJECT

INITIAL STUDY

with Proposed Negative Declaration

MODOC COUNTY, CALIFORNIA

02-MODOC–299 PMs 40.40 / 40.63

02-MODOC-395 PMs R17.50 / 34.00

EA 02-0J590 / EFIS 0219000139

Prepared by the
State of California Department of Transportation–District 2
1657 Riverside Drive, MS-30
Redding, CA 96001

December 2023

General Information About This Document

What's in this document:

The California Department of Transportation (Department), as assigned by the Federal Highway Administration, has prepared this Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Modoc County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at the District Office, the Modoc County Library at 212 W. 3rd Street, in Alturas. This document may also be downloaded at the State Clearinghouse website https://ceqanet.opr.ca.gov/ and at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public meeting and/or send your written comments via postal mail or email to Caltrans by the deadline on January 21, 2024.
- Send comments via postal mail to:

  Caltrans–North Region Environmental
  Attention: Julie McFall, Senior Environmental Scientist
  1657 Riverside Drive (MS-30)
  Redding, CA 96001

- Send comments via email to: Julie.mcfall@dot.ca.gov
- Be sure to send comments by the deadline: January, 21, 2024

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 obtained, Caltrans could design and construct all or part of the project.

Alternative Formats

For individuals with sensory disabilities, this document can be made available in Braille, in large print, or in digital format. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Julie McFall, North Region Environmental, 1657 Riverside Drive (MS-30), Redding, CA 96001; (530) 941-3340 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

ALTURAS CAPM PROJECT

Rehabilitate pavement and drainage systems
on U.S. Highway 395 between Post Miles R17.50 and 34.00 and
State Route 299 between Post Miles 40.40 and 40.63
in Modoc County, California

INITIAL STUDY

with Proposed Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

_____
Date of Approval

_____
Wesley Stroud, Office Chief
North Region Environmental-District 2
California Department of Transportation
CEQA Lead Agency
(530) 356-3004

The following person may be contacted for more information about this document:

Julie McFall, Senior Environmental Scientist
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1657 Riverside Drive
Redding, CA 96001
(530) 812-4878

or use the California Relay Service TTY number, 711 or 1-800-735-292.

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: pending

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate the pavement on State Route 299 (SR 299) between Post Miles (PMs) 40.40 and 40.63 and on U.S. Highway 395 (U.S. 395) between Post Miles R17.50 and 34.00. Additionally, several culverts are proposed for repair or replacement.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The project would have *No Impact* on

- Aesthetics
- Agriculture and Forest Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The project would have a *Less Than Significant Impact* on

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Public Services
- Transportation

_____ _____

Wesley Stroud, Office Chief
North Region Environmental–District 2
California Department of Transportation

Date

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Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AADT	Annual Average Daily Traffic
AB	Assembly Bill
ACP	Asphalt Concrete Pavement
ADA	Americans with Disabilities Act
AMA	Archaeological Monitoring Area
APE	Area of Potential Effect
BERD	Built Environment Resource Directory
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPM	Capital Preventative Maintenance
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CSP	Corrugated Steel Pipe
CTC	California Transportation Commission
CTP	California Transportation Plan
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act

Acronym/Abbreviation	Description
Department	Caltrans
EEP	Emergency Evacuation Plan
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
ºF	degrees Fahrenheit
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FP	Fully Protected (ESA listing status)
FR	Federal Register
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GWP	Global Warming Potential
H_2S	Hydrogen sulfide
H&SC	Health & Safety Code
HAR	Highway Advisory Radio
HFCs	hydrofluorocarbons
ILF	In-Lieu Fee
IPCC	Intergovernmental Panel on Climate Change
IRRS	Interregional Road System
IS	Initial Study
IS/ND	Initial Study / Negative Declaration
LCFS	low carbon fuel standard
LRA	Local Responsibility Area
LSAA	Lake and Streambed Alteration Agreement
MBGR	Metal Beam Guardrail
MBTA	Migratory Bird Treaty Act
MCAPCD	Modoc County Air Pollution Control District
MCTC	Modoc County Transportation Commission
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMT	million metric tons
MMT$C0_2e$	million metric tons of carbon dioxide equivalent
MOU	Memorandum of Understanding
MPH	Miles per Hour

Acronym/Abbreviation	Description
MPO	Metropolitan Planning Organization
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MTA	Modoc Transportation Agency
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHS	National Highway System
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service (under NOAA)
NO_2	Nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NO_x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OHWM	Ordinary High Water Mark
OPR	Governor's Office of Planning and Research
Pb	lead
PCC	Precast Concrete
PCMS	Portable Changeable Message Signs
PDT	Project Development Team
PIR	Project Initiation Report
PM(s)	Post Mile(s)
PM	Particulate matter
$PM_{2.5}$	Particulate matter 2.5 micrometers and smaller
PM_{10}	Particulate matter 10 micrometers or smaller
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PPM	Parts per million
Project	Alturas CAPM Project
PRC	Public Resources Code (California)
RCP	Representative Concentration Pathways 8.5 Emissions Scenario
RHMA-G	Rubberized hot mix asphalt-gap graded
RRFB	Rectangular Rapid Flashing Beacons
RSP	Rock Slope Protection
RTP	Regional Transportation Plan

Acronym/Abbreviation	Description
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan
SNC(s)	Sensitive Natural Community(ies)
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SS	Standard Specification
SSC	Species of Special Concern
STAA	Surface Transportation Assistance Act
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THPO	Tribal Historic Preservation Officer
THVF	Temporary High Visibility Fencing
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFS	United States Forest Service
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOCs	Volatile organic compounds
WPCP	Water Pollution Control Program

Chapter 1. Proposed Project

1.1 Project History

The California Department of Transportation proposes the Alturas CAPM Project. The project was proposed due to the deteriorating road surface and damaged culverts throughout the project area, which risks further damage to the roadway and could inhibit reasonable ride quality if not addressed.

The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Project Description

Caltrans proposes to rehabilitate the pavement on State Route (SR) 299 from Post Miles (PMs) 40.40 to 40.63 and on U.S. 395 from Post Miles R17.50 to 34.00 and conduct drainage facility work at 13 locations. Most of this project is located along U.S. 395, a north-south route, which is a principal arterial at this location. U.S. 395 is part of the National Highway System (NHS), the Interregional Road System (IRRS), and a Terminal Access Route. It is also part of the Blue Star Memorial Highway, the Three Flags Highway, and the Emigrant Trail Scenic Byway. U.S. 395 also acts as the main street through the city of Alturas (Figures 1 and 2).

A small portion of the project (0.23 mile) is located on SR 299 within the city of Alturas. SR 299 is also a principal arterial, part of the NHS, the IRRS, and a Terminal Access Route. The city of Alturas is located at Section 12, Township 42 North, Range 12 East.

A project vicinity map is shown in Figure 1. A project location map showing work limits is provided in Figure 2.

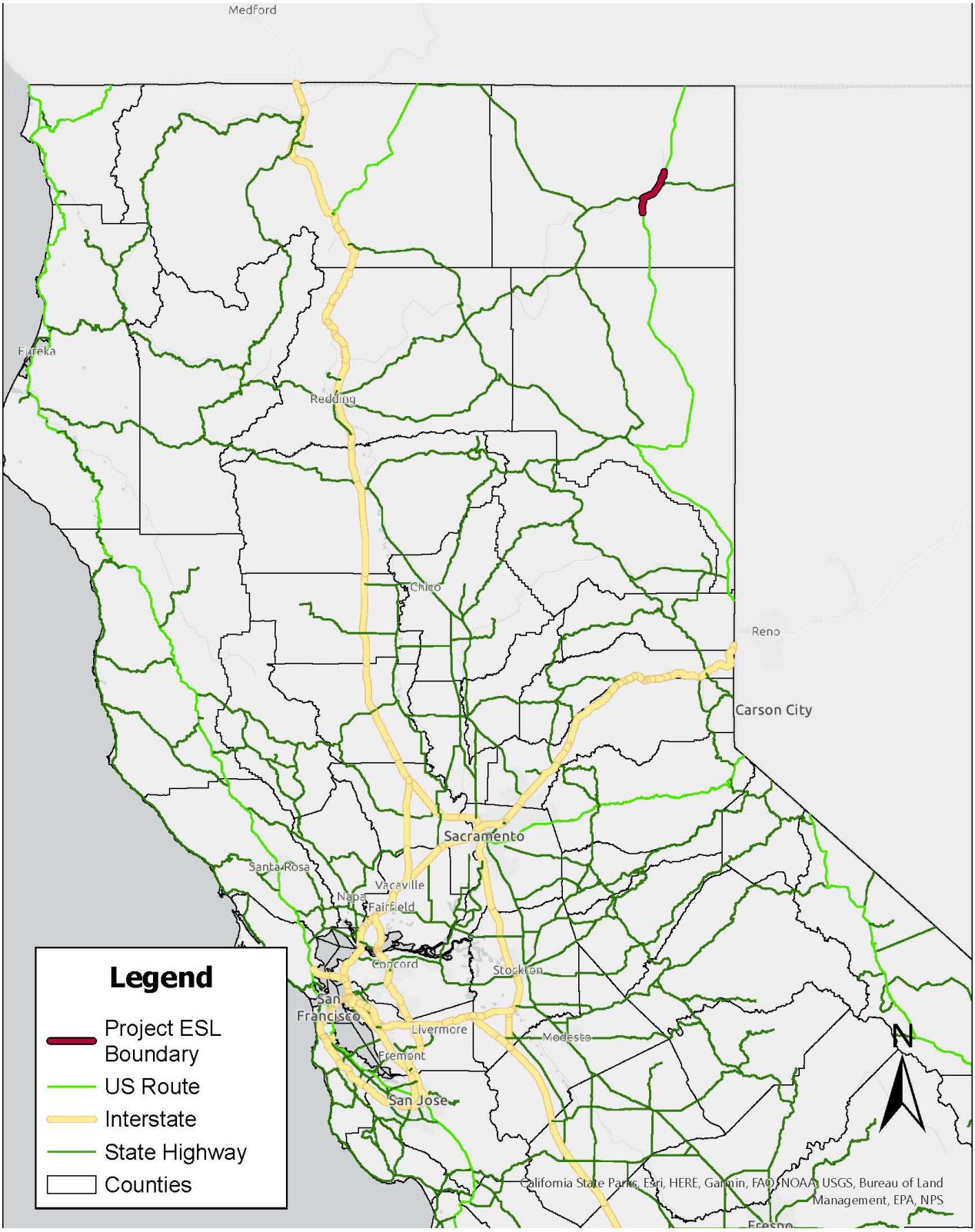

Figure 1. Project Vicinity Map

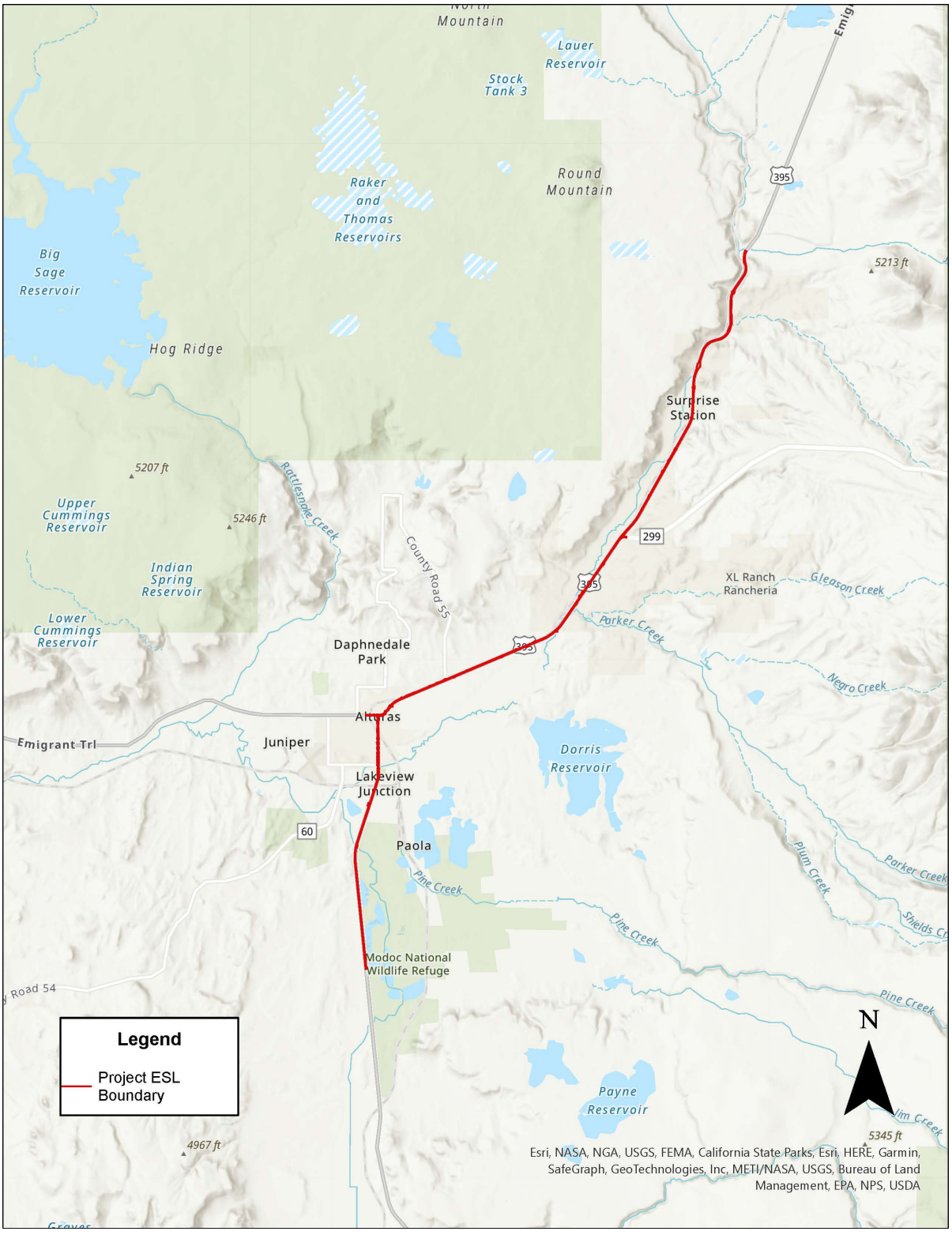

Figure 2. Project Location Map

Project Objective

Purpose

The purpose of the project is to extend the pavement life, improve ride quality, minimize worker exposure, reduce extraordinary maintenance, and repair or replace culverts that risk damage to the roadway.

Need

Pavement within the project limits is deteriorating to the extent that routine maintenance is no longer enough to maintain reasonable ride quality. Several culverts are in fair or poor condition and may cause damage to the roadway if not repaired or replaced.

Proposed Project

The California Department of Transportation (Caltrans) proposes to rehabilitate the pavement on State Route 299 (SR 299) from PMs 40.40 to 40.63 and on U.S. Route 395 (U.S. 395) from PMs R17.50 to 34.00. Additionally, several culverts are proposed for repair or replacement. The proposed improvements included in this project consist of:

Paving

- Replace asphalt-concrete surfacing where dig-outs are needed.
- Cold plane 0.15-foot-deep asphalt concrete pavement (ACP) on U.S. 395 from PMs R21.00 to 22.93 and on SR 299 from PMs 40.40 to 40.63.
- If needed, the railroad may replace concrete railroad panels on U.S. 395 at PM 22.50 and on SR 299 at PM 40.50.
- Overlay the roadway with 0.15-foot-deep of rubberized hot mix asphalt-gap graded (RHMA-G) throughout the project limits.
- Install retro-reflective pavement markers (recessed) and rumble strips on U.S. 395 from PMs R17.50 to R20.77.

Shoulder Backing

- Place shoulder backing on U.S. 395 from PM R17.50 to approximately R21.00 and from PMs 22.90 to 34.00.

Guardrail

- Replace existing metal beam guardrail (MBGR) on approaches to the bridge over South Fork Pit River (U.S. 395 at PM R19.66) with Midwest Guardrail System (MGS). Each section of MGBR (a total of 4) would be replaced with a new 100-lineal-foot section of MGS.
- Replace existing MBGR on approaches to the Alturas Overhead Bridge (U.S. 395 at PM R20.77) with MGS. Each section of MGBR (a total of 2) on the south approach would be replaced with a new approximately 625-lineal-foot section of MGS. Each section of MGBR (a total of 2) on the north approach would be replaced with a new approximately 112-lineal-foot section of MGS.
- Replace existing MBGR on approaches to the bridge over the North Fork Pit River (U.S. 395 at PM 26.25) with MGS (the northeast and southwest sections) and crash cushions (due to space constraints on the northwest and southeast sections). Each section (a total of 2) of MGBR would be replaced with a new approximately 100-lineal-foot section of MGS along with crash cushions.
- Replace existing MBGR on approaches to the bridge over Parker Creek (U.S. 395 at PM 26.75) with MGS. Each section of MBGR (a total of 4) would be replaced with a new 100-lineal-foot section of MGS.
- Replace approximately 100 lineal feet of existing MBGR with MGS and replace the existing Thrie beam with approximately 37.5 lineal feet of MGS Thrie beam on U.S. 395 at PM 30.30.

Culverts

- Drainage facilities work would be conducted at 13 culverts (Table 1. Proposed Drainage Improvements).
- Culvert extensions would occur at PMs 28.86, 29.61, and 31.56.
- Culvert lining would be limited to culvert work on U.S. 395 at PM 30.07.
- Replacement of culverts at PMs 31.56 and 33.19 would utilize the jack-and-bore method. All other culverts (except PM 30.07) would be replaced using the cut-and-cover method. The culvert at PM 31.65 would be abandoned and plugged.
- Headwalls would be installed at culverts on U.S. 395 at PMs 28.86, 29.13, 29.61, 29.83, 31.23 and 32.04.

- Rock slope protection (RSP) would be placed at the outlet of the culvert on U.S. 395 at PMs 28.86, 30.71, 32.04, and 33.80.
- Temporary construction access roads would be needed at various locations. The locations of these roads have not yet been identified.
- Vegetation removal may be needed for culvert work.

Curbs/Valley Gutters

- Replace 59 Americans with Disability Act (ADA) ramps along U.S. 395 within the city of Alturas.
- Replace 2 valley gutters at the intersection of U.S. 395 and E. 10th Street.
- Replace 2 valley gutters at the intersection of U.S. 395 and N. Court Street.
- Replace 1 valley gutter at the intersection of U.S. 395 and N. East Street.

Staging/Stockpiling

- Three potential staging areas are identified on the Site Plan in Appendix A.

Disposal/Borrow Sites

- No disposal or borrow sites would be utilized. Maximum excavation depths are estimated at approximately 4 feet deep and are associated with guardrail work. A negligible amount of topsoil is anticipated to be disturbed by construction of the project.

Utilities

- Relocation of existing utilities may be needed for work occurring within the city of Alturas.

Right of Way

- Much of the proposed work would occur inside Caltrans' existing right of way. However, work would occur outside Caltrans' right of way at 44 locations. Some additional right of way would be permanently acquired for some of the curb ramp replacements. One drainage easement would be acquired for the outlet end of the drainage system at PM 31.23.

- Federal land is present at various locations within the project limits.
    - Federal land owned by the Bureau of Land Management is present on U.S. 395 from PMs R17.50 to R21.00.
    - Federal land owned by the Bureau of Indian Affairs is present on U.S. 395 from PMs 26.30 to 34.00.
    - Federal land owned by the Modoc National Forest is present on U.S. 395 at PM R21.00.
    - Privately-owned land is present at various locations within the project limits and roadways owned by the City of Alturas are present within the downtown business district.
- Temporary construction easements (TCE) would be required for work occurring outside Caltrans' right of way. Work on federal land would require a Special Use Permit (or equivalent) and a TCE from each federal agency for work occurring outside Caltrans' right of way and potentially a Letter of Concurrence for work occurring inside Caltrans' right of way. Encroachment permits would also be needed for work occurring outside Caltrans' right of way on roads under the jurisdiction of the City of Alturas.

Table 1. Proposed Drainage Improvements

Route	Post Mile	Existing Culvert Diameter (feet)	Existing Culvert Length (feet)	New Culvert Diameter (feet)	New Culvert Length (feet)	Method of Replacement	Proposed Culvert Work
U.S. 395	28.86	1.5	61	2	65	Cut and cover	Replace culvert with Corrugated Steel Pipe (CSP) culvert. Upsize culvert to 2-foot-diameter. Install sloped precast concrete (PCC) headwall and RSP may be placed at outlet. This headwall installation will change the culvert length.
U.S. 395	29.13	1.5	51	2	51	Cut and cover	Replace culvert with two 2-foot-diameter CSP culverts. Install sloped precast concrete (PCC) headwall at inlet outlet.
U.S. 395	29.61	1.5	90	2	97	Cut and cover	Abandon existing culvert. Install new CSP culvert with PCC headwall and downdrain that may have a T-energy dissipator at outlet. This headwall installation and T-energy dissipator will change the culvert length.
U.S. 395	29.83	1.5	83	2	84	Cut and cover	Abandon existing culvert. Install new CSP culvert with sloped inlet PCC headwall and downdrain. RSP may be installed at outlet. This headwall installation will change culvert length.
U.S. 395	30.07	1.5	88	—	—	—	Install culvert liner.
U.S. 395	30.71	0.5	80	3	80	Cut and cover	Replace with new CSP culvert. Upsize to 3-foot-diameter. RSP may be placed at outlet.
U.S. 395	31.23	5	127	6	85	Cut and cover	Replace with new CSP culvert. Upsize to 6-foot-diameter. Install headwall at inlet and outlet. Headwall installation 1-foot below the top of the slope catchment will shorten the inlet for the new CSP.

Route	Post Mile	Existing Culvert Diameter (feet)	Existing Culvert Length (feet)	New Culvert Diameter (feet)	New Culvert Length (feet)	Method of Replacement	Proposed Culvert Work
U.S. 395	31.56	2	108	3	113	Jack and Bore	Abandon existing culvert and replace with welded steel pipe culvert. Place new culvert inlet 8-feet up-station of existing culvert inlet. New culvert placement will require a new culvert length.
U.S. 395	31.65	1.5	103	—	101	Abandon	Abandon and plug culvert. Length reduced when plugged.
U.S. 395	32.04	1.5	74	2	74	Cut and cover	Replace CSP culvert. Upsize to 2-foot diameter. Install sloped PCC headwall at inlet. RSP may be placed at outlet.
U.S. 395	33.19	2	94	3.5	94	Jack and bore	Abandon culvert. Place new welded steel pipe culvert 13-feet down-station of existing culvert. Upsize to 3.5-foot diameter.
U.S. 395	33.80	1.5	67	2	67	Cut and cover	Replace CSP culvert. Upsize to 2-foot diameter. RSP may be placed at outlet.
U.S. 395	33.96	3	76	3	76	Cut and cover	Replace CSP culvert in kind.

1.3 General Plan Description, Zoning, and Surrounding Land Uses

The project is located in Modoc County on State Route 299 from Post Miles (PMs) 40.40 to 40.63 and on State Route 395 from Post Miles R17.50 to 34.00. Land use in the project vicinity is primarily municipal residential, municipal commercial, rural residential and recreational. The City of Alturas, the XL Ranch Rancheria, as well as various public facilities are located within the project limits.

1.4 Alternatives Considered

Two project alternatives—a Build Alternative and a No-Build/No-Action Alternative—were considered viable options during preparation of this Initial Study.

Alternative 1—Build Alternative

The details of the build alternative are provided under Section 1.2 –Project Description– Proposed Project.

No-Build/No-Action Alternative

The No-Build/No-Action Alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. No improvements would be made to SR 299 and U.S. 395 and it would be anticipated that the vehicle collision rate and fatal plus injury rate at this intersection would continue at their present rates into the future. The pavement and ride quality would continue to deteriorate, which would increase maintenance needs and worker exposure. Culverts in fair, poor, and critical condition would continue to jeopardize the integrity of the roadway.

For each potential impact area discussed in Chapter 2, the No-Build/No-Action Alternative has been determined to have no impact. Under the No-Build/No Action Alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented.

Comparison of Alternatives

The No-Build/No-Action Alternative would incur no financial cost, require no permanent acquisition of right of way, and result in no environmental or community-impacts. However, this alternative would not reduce the frequency and severity of collisions and therefore would not meet the project purpose.

In contrast, the build alternative (Alternative 1) would cost approximately $16,946,917.50 to construct, require the permanent acquisition of right of way, and result in a moderate amount of environmental impacts. Unlike the No-Build/No-Action Alternative, the build alternative (Alternative 1) would meet the project purpose and need. A comparison of the two alternatives is provided below in Table 2.

Table 2. Comparison of the Build Alternative and the No-Build/No-Action Alternative

Alternative	Cost	Environmental Impacts	Community Impacts	Permanent Acquisition of Right of Way	Meets Project Purpose
Alternative 1—Build Alternative	~$16,946,917.50	Yes (Moderate)	No	Yes	Yes
Alternative 2—No-Build/No-Action Alternative	$0	No	No	No	No

Effective January 1, 2017, Assembly Bill 2542 amended California Streets and Highways Code to require Caltrans, or a regional transportation planning agency, demonstrate that reversible lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval (California Streets and Highways Code, Section 100.015). Because the Build Alternative is not a capacity-increasing project and would not result in a major street or highway lane realignment, this alternative did not consider the use of reversible lanes.

After comparing and weighing the benefits and impacts of all feasible alternatives, the Project Development Team (PDT) has identified the build alternative as the preferred alternative, subject to public review. The build alternative is preferred because it would meet the project purpose and need. Final identification of a preferred alternative would occur after the public review and comment period. The No-Build/No-Action alternative is not preferred because it would not reduce the severity and frequency of collisions and would not meet the project purpose and need.

After the public circulation period, all comments would be considered, and the Department would select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND.

1.5 Permits and Approvals Needed

Work in the Alturas CAPM project area and associated riparian habitat would require permits from the California Department of Fish and Wildlife (CDFW), United States Army Corps of Engineers (USACE), and the Central Valley Regional Water Quality Control Board (CVRWQCB) (Table 3).

In addition, a Notice of Intent would need to be filed with the State Water Resources Control Board to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (the permit regulates the discharge of stormwater runoff from construction sites). Work occurring outside Caltrans' right of way would require a temporary construction easement. Work on federal land would require a Special Use Permit from the U.S. Forest Service for work occurring outside Caltrans' right of way and potentially a Letter of Concurrence for work occurring inside Caltrans' right of way. Following approval of the Project Report, the California Transportation Commission would be required to vote to approve funding for the project. Permits and approvals needed for the project are summarized in Table 3.

Table 3. Permits and Approvals Needed

Agency	Permit/Approvals
California Department of Fish and Wildlife (CDFW)	Lake and Streambed Alteration Agreement
US Army Corps of Engineers (USACE)	Nationwide Permit
Central Valley Regional Water Quality Control Board (CVRWQCB)	Clean Water Act Section 401 Water Quality Certification
State Water Resources Control Board (SWRCB)	A Notice of Intent would need to be filed to obtain coverage under the NPDES Construction General Permit
U.S. Forest Service (USFS)	Special Use Permit and potentially a Letter of Concurrence

Agency	Permit/Approvals
California Transportation Commission (CTC)	Following approval of the project report, the CTC would be required to vote to approve funding for the project.

For projects that have federal funds involved, Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits the Federal Transit Administration and other USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use. This project has federal funds and would require the permanent use of a Section 4(f) resource. See Appendix E for more information.

1.6 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. They predate the project's proposal, and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Aesthetics

AR-1: Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally-appropriate native vegetation.

AR-2: Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.

AR-3: Where feasible, construction lighting would be limited to within the area of work.

AR-4: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved and root systems of trees protected.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each

active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

B. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

C. To prevent attracting corvids (birds of the Corvidae family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife.

D. An Aquatic Species Relocation Plan, or equivalent, would be prepared by a qualified biologist and include provisions for pre-construction surveys and the appropriate methods or protocols to relocate any species found. If previously unidentified threatened or endangered species are encountered or anticipated incidental take levels are exceeded, work would either be stopped until the species is out of the impact area, or the appropriate regulatory agency would be contacted to establish steps to avoid or minimize potential adverse effects. This Plan may be included as part of the Temporary Creek Diversion System Plan identified in BR-5.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Measures would include:

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.
- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* (CDFW 2016) for all field gear and equipment in contact with water.

BR-4: Plant Species, Sensitive Natural Communities (SNCs), and Environmentally Sensitive Habitat Areas

A. A Revegetation Plan would be prepared which would include a plant palette, establishment period, watering regimen, monitoring requirements, and pest control measures. The Revegetation Plan would also address measures for wetland and riparian areas temporarily impacted by the project.

B. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around SNCs, Environmentally Sensitive Habitat Areas (ESHAs), rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

C. Upon completion of construction, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

BR-5: Wetlands and Other Waters

A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. Depending on site conditions, the plan may also require specifications for the relocation of sensitive aquatic species (see also Aquatic Species Relocation Plan in BR-2). Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.

B. In-stream work would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species (see also BR-2L). Construction activities restricted to this period include any work below the ordinary high water. Construction activities performed above the ordinary high water mark of a watercourse that could potentially directly impact surface waters (i.e., soil disturbance that could lead to turbidity) would be performed during the dry season, typically between June through October, or as weather permits per the authorized contractor-prepared Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP), and/or project permit requirements.

C. See BR-4 for Temporary High Visibility Fencing (THVF) information.

D. If allowed by regulatory agencies, temporary wetland protection mats may be used to prevent permanent damage and minimize temporary damage to wetlands from construction activities. Mats would be designed to accommodate motorized equipment or vehicles. Mats shall be removed when wetland access is no longer needed or by November 1 of each year.

Cultural Resources

CR-1: Caltrans would coordinate with the Pit River Tribe and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.

CR-2: An archaeological monitor and Pit River tribal monitor would be used during ground-disturbing activities.

CR-3: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-4: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology and Soils

GS-1: The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.

GS-2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).

GHG-2: Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification "Emissions Reduction" ensures construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, traffic would be scheduled and directed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

GHG-5: All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

GHG-6: Pedestrian and bicycle access will be maintained during project activities.

Hazards and Hazardous Materials

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific *Lead Compliance Plan* (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue."

HW-3: If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification "Treated Wood Waste."

HW-4: Asphalt grindings associated with the removal of yellow and white road striping shall be removed and disposed of by the contractor in accordance with Caltrans Standard Special Provision 36-4, which requires the contractor to prepare a Lead Compliance Plan.

Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction.

TT-2: The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

TT-3: A Transportation Management Plan (TMP) would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 299 and U.S. 395 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

UE-3: The project is located within the *Moderate* CAL FIRE Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ), effective January 1, 2023. If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (CGP) (Order 2022-0057-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a SWPPP (per the Construction General Permit Order 2022-0057-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction. For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Perimeter control devices such as fiber rolls, compost socks, and silt fences will be utilized to prevent sediment transport from the project site
- Drainage inlet protection methods, such as gravel bags and fiber rolls, will be deployed to prevent sediment and other pollutants from entering drainage systems
- Vehicle and equipment cleaning, fueling, and maintenance procedures and practices will be used to minimize or eliminate the discharge of pollutants to storm drain systems or to watercourses
- Proper concrete curing and finishing procedures will be used to minimize any potential for runoff.
- Concrete washout facilities, re-fueling areas, as well as equipment and storage areas, should be covered and located away from drainage inlets and waterways to prevent both stormwater and non-stormwater discharges
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP

projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.7 Discussion of the NEPA Categorical Exclusion

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

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors noted below would be potentially affected by this project. Please see the CEQA Environmental Checklist on the following pages for additional information.

Potential Impact Area	Impacted: Yes / No
Aesthetics	No
Agriculture and Forest Resources	No
Air Quality	Yes
Biological Resources	Yes
Cultural Resources	Yes
Energy	Yes
Geology and Soils	Yes
Greenhouse Gas Emissions	Yes
Hazards and Hazardous Materials	No
Hydrology and Water Quality	Yes
Land Use and Planning	No
Mineral Resources	No
Noise	Yes
Population and Housing	No
Public Services	Yes
Recreation	No
Transportation	Yes
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	No
Mandatory Findings of Significance	Yes

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A "NO IMPACT" answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the CEQA Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental 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, as well as standardized measures applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

CEQA broadly defines "project" to include "*the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment*" (14 California Code of Regulations [CCR] § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a "statement of the objectives sought by the proposed project" (14 CCR § 15124(b)).

CEQA requires the identification of each potentially "significant effect on the environment" resulting from the project, and ways to mitigate each significant effect. Significance is defined as *"Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project"* (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and it's varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing thresholds of significance on a state-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts in the project area based on their location and the effect of the potential impact on the resource as a whole. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a "Mitigated Negative Declaration" in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time,

the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (California Public Resources Code [PRC] § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

No-Build Alternative

For each of the following CEQA Environmental Checklist questions, the "No-Build" Alternative has been determined to have "No Impact". Under the "No-Build" Alternative, no alterations to the existing conditions would occur and no proposed improvements would be implemented. The "No-Build" Alternative will not be discussed further in this document.

Definitions of Project Parameters

When determining the parameters of a project for potential impacts, the following definitions are provided:

Project Area: This is the general area where the project is located. This term is mainly used in the Environmental Setting section (e.g., watershed, climate type, etc.).

Project Limits: This is the beginning and ending post miles for a project. This is different than the ESL in that it sets the beginning and ending limits of a project along the highway. It is the limits programmed for a project, and every report, memo, etc. associated with a project should use the same post mile limits. In some cases, there may be areas associated with a project that are outside of the project limits, such as staging and disposal locations.

Project Footprint: The area within the Environmental Study Limits (ESL) the project is anticipated to impact, both temporarily and permanently. This includes staging and disposal areas.

Environmental Study Limits (ESL): The project engineer provides the Environmental team the ESL as an anticipated boundary for potential impacts. The ESL is *not* the project footprint. Rather, it is the area encompassing the project footprint where there could *potentially* be direct and indirect disturbance by construction activity. The ESL is larger than the project footprint in order to accommodate any future scope changes. The ESL is also used for identifying the various Biological Study Areas (BSAs) needed for different biological resources.

Biological Study Area (BSA): The BSA encompasses the ESL plus any areas outside of the ESL that could potentially affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. The BSA was defined as a 0.25 mile radius around the ESL. The BSA was identified based on the scope of the project, potential indirect and direct impacts, and the greatest anticipated noise and visual disturbance potentially generated by construction for the proposed project.

2.1 Aesthetics

Except as provided in the Public Resources Code Section 21099:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?				✓
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
Would the project: 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?				✓
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Visual Impact Assessment Memo* dated August 17, 2023 (Caltrans 2023k). Potential impacts to the visual environment are not anticipated due to the limited scope of work, which would not alter the viewable landscape in a significant manner. As the work scope includes design features to minimize visual impacts, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.6, AR-1, AR-2, AR-3, and AR-4), impacts on aesthetics would not be substantial.

Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. A wildlife viewing area is adjacent to the project limits at PM R20.5. However, there is no proposed work taking place in the wildlife viewing area and thus no substantial impact would occur.

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

No Impact. The project is not located within a state scenic highway and therefore would not impact scenic resources within a state scenic highway (Caltrans 2023d).

c) Would the project, 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.)

No Impact. Due to the project being a minor pavement rehabilitation, there are no expected substantial impacts that would degrade the existing visual character or quality of public views of the project area surroundings. The replacement of existing MBGR with new MGS, the replacement of signage, replacement of loops (vehicle detection systems), repair/replacement of culverts, and repaving of the roadway would benefit the aesthetics and safety of the area without having significant impacts to the visual environment.

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

No Impact. The project proposes two new beacons equipped with flashing lights, but these new features would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area as the new beacons are located in a urban area that already contains more significant sources of light and glare.

Given the determinations above, the project would have a *no impact* on aesthetics.

2.2 Agriculture and Forest Resources

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by 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))?				✓
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to agriculture and forest resources are not anticipated due to the project limits not extending into prime farmland, unique farmland or farmland of statewide importance. Due to the project area topography mainly consisting of high desert and sagebrush landscapes, no forest land would be converted to non-forest use nor would forest land be impacted by the construction activities associated with the project. The project area does not extend into forest land, timberland or timberland zoned Timberland Production. The project area does not conflict with any existing zoning for, or cause rezoning of forest land, timberland or timberland zoned Timberland Production.

Discussion of CEQA Environmental Checklist Question 2.2—Agriculture and Forest Resources

a) Would the project 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. There is prime farmland and farmland of statewide importance adjacent to the project area in various locations (Department of Conservation 2023c). However, the project would not encroach on any farmland, nor would any farmland be converted for a non-agricultural use.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Per the Department of Conservation mapping tool, there are no properties within the project area or in the project vicinity that are enrolled under a Williamson Act contract (Department of Conservation 2023d).

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

No Impact. As no tree removal is proposed, the project would not conflict with any existing zoning or cause rezoning of any forest land. The project area does not extend into forest land, timberland, or timberland zoned Timberland Production

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project does not propose any tree removal. Therefore, no impacts are anticipated to forest land.

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

No Impact. Project activities would not result in conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use.

Given the determinations above, the project would have *no impact* on agricultural and forest resources.

2.3 Air Quality

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
Would the project: 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?				✓
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Regulatory Setting

The Federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act is its corresponding state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$)—Lead (Pb), and sulfur dioxide (SO_2). In

addition, state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS 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 NEPA. In addition to this environmental analysis, a parallel "Conformity" requirement under the Federal CAA also applies. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process.

Conformity

The conformity requirement is based on the federal CAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan (SIP) for attaining the NAAQS. "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 proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS 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 NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California), sulfur dioxide (SO_2). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the federal CAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those

projects would conform to emission budgets or other tests at various analysis years showing that requirements of the federal CAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the federal CAA. Otherwise, the projects in the RTP and/or FTIP 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 RTP and FTIP, then the proposed 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 RTP and TIP; the project has a design concept and scope[1] that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in particulate matter areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in carbon monoxide and particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

The project is located in and around the city of Alturas in Modoc County, California. The climate in the project vicinity is characterized by warm, dry and mostly clear summers and cold, snowy and partly cloudy winters (Cedar Lake Ventures, Inc.–Weather Spark 2023). The average annual precipitation recorded at the Alturas Ranger Station between 1916 and 2016 is 12.32 inches (Western Regional Climate Center 2023). Wind direction and strength varies seasonally in the project vicinity. Generally, in spring and winter, prevailing winds are the strongest with the windiest month being March. However, during the summer and early fall months, the area typically experiences much calmer winds. Inversion layers, which are common in valleys, occur when a layer of warm air overlies a layer of dense cold air and prevents atmospheric mixing. If the trapped cold air contains large quantities of pollutants, air quality can be substantially impaired (Cedar Lake Ventures, Inc.–Weather Spark 2023).

[1] "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

The project is located in the Northeast Plateau Air Basin and is within the jurisdiction of the Modoc County Air Pollution Control District (MCAPCD) and California Air Resources Board (CARB). The MCAPCD is the primary local agency responsible for regional air quality planning, monitoring, and stationary source and facility permitting in accordance with standards set by the CARB.

The project is located in an attainment/unclassified area for all current NAAQS. Therefore, conformity requirements do not apply. As construction activities would not last for more than 5 years at one general location, construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)). With regard to state air quality standards, the project is located in an attainment or unclassified area for all criteria pollutants. The project area attainment status of state and federal criterial air pollutants is shown in Table 4.

Table 4. State and Federal Criteria Air Pollutant Standards and Status

Pollutant	Averaging Time	State Standard [i]	Federal Standard [ii]	State Project Attainment Status	Federal Project Area Attainment Status
O_3 [iii]	1 hour	0.09 ppm* [iv]	N/A	Attainment	N/A
O_3	8 hours	0.070 ppm	0.070 ppm (4^{th} highest in 3 years)	Attainment	Unclassified/ Attainment
CO [v]	1 hour	20 ppm	35 ppm	Unclassified	Unclassified/ Attainment
CO	8 hours	9 ppm	9 ppm	Unclassified	Unclassified/ Attainment
CO	8 hours (Lake Tahoe)	6 ppm	N/A	Unclassified	N/A
PM_{10} [vi]	24 hours	50 µg/m^3 [vii]	150 µg/m^3 (expected number of days above standard < or equal to 1)	Unclassified	Unclassified
PM_{10}	Annual	20 µg/m^3	N/A	Unclassified	N/A
$PM_{2.5}$ [viii]	24 hours	N/A	35 µg/m^3	N/A	Unclassified/ Attainment
$PM_{2.5}$	Annual	12 µg/m^3	12.0 µg/m^3	Attainment	Unclassified/ Attainment
NO_2	1 hour	0.18 ppm	0.100 ppm [ix]	Attainment	Unclassified/ Attainment
NO_2	Annual	0.030 ppm	0.053 ppm	Attainment	Unclassified/ Attainment

Pollutant	Averaging Time	State Standard i	Federal Standard [ii]	State Project Attainment Status	Federal Project Area Attainment Status
SO_2 [x]	1 hour	0.25 ppm	0.075 ppm (99th percentile over 3 years)	Attainment	Unclassified/ Attainment
SO_2	3 hours	N/A	0.5 ppm [xi]	N/A	Unclassified/ Attainment
SO_2	24 hours	0.04 ppm	0.14 ppm (for certain areas)	Attainment	Unclassified/ Attainment
SO_2	Annual	N/A	0.030 ppm (for certain areas)	N/A	Unclassified/ Attainment
Pb [xii]	Monthly	1.5 µg/m^3	N/A	Attainment	N/A
Pb	Calendar Quarter	N/A	1.5 µg/m^3 (for certain areas)	N/A	Unclassified/ Attainment
Pb	Rolling 3-month average	N/A	0.15 µg/m^3 [xiii]	N/A	Unclassified/ Attainment
Sulfates	24 hours	25 µg/m^3	N/A	Attainment	N/A
H_2S	1 hour	0.03 ppm	N/A	Attainment	N/A
Visibility Reducing Particles (VRP) [xiv]	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70 %	N/A	Attainment	N/A
Vinyl Chloride Error! Bookmark not defined.	24 hours	0.01 ppm	N/A	Unclassified	N/A

*PPM = parts per million

[i] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[ii] Federal standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[iii] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour ozone primary and secondary standards on and after August 4th, 2019 (see Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas).

[iv] ppm = parts per million

[v] Transportation conformity requirements for CO no longer apply after June 1, 2018 for the following California Carbon Monoxide Maintenance Areas (see U.S. EPA CO Maintenance Letter).

[vi] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[vii] µg/m^3 = micrograms per cubic meter

[viii] The 65 µg/m^3 PM2.5 (24-hr) NAAQS was not revoked when the 35 µg/m^3 NAAQS was promulgated in 2006. The 15 µg/m^3 annual PM2.5 standard was not revoked when the 12 µg/m^3 standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 $PM_{2.5}$ NAAQS, conformity requirements still apply until the NAAQS are fully revoked.

[ix] Final 1-hour NO2 NAAQS published in the Federal Register (FR) on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.

[x] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[xi] Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.

[xii] The CARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the CARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and $PM_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.

[xiii] Lead NAAQS are not considered in Transportation Conformity analysis.

[xiv] In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

In air quality studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Sensitive receptors are present within a ¼-mile radius of the Alturas CAPM work location. Several homes are also present just outside the Alturas CAPM work area.

Environmental Consequences

Construction Impacts

The Air Quality/Greenhouse Gas Analysis prepared for the project concluded that because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur (Caltrans 20233). However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants, such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_x, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site, and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the United States Environmental Protection Agency (U.S. EPA) to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans Standard Measures and Best Management Practices relating to dust minimization require use of water or dust palliative compounds and would reduce potential fugitive dust emissions during construction.

In addition to dust-related PM_{10} emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur); therefore, SO_2-related issues due to diesel exhaust would be minimal.

Some phases of construction (particularly asphalt paving) may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Compliance with the following measures would minimize air quality impacts during construction:

- The contractor shall comply with Section 10-5 “Dust Control”, Section 14-9 “Air Quality”, and Section 18 “Dust Palliatives” in the *2018 Caltrans Standard Specifications* (Caltrans 2018a). Compliance with these Standard Specifications would include implementing the following dust and pollutant reduction/control measures to minimize any air quality impacts resulting from construction activities:
    - Water or a dust palliative shall be applied to the site and equipment as often as necessary to control fugitive dust emissions.
    - Construction equipment and vehicles shall be properly tuned and maintained. All construction equipment shall use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.

- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, shall be used.
- All transported loads of soils and wet materials shall be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) shall be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic shall be promptly and regularly removed to reduce PM emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Cumulative Impacts

The project's adverse impacts on air quality would be minimal and temporary, and when these impacts are considered along with adverse impacts on air quality resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's adverse impacts on air quality would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

No additional measures beyond design features and standardized measures are warranted.

CEQA Significance Determinations for Air Quality

Once built, the project would not conflict with or obstruct implementation of an applicable Air Quality Management Plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project is in non-attainment, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions (such as those leading to odors) that could adversely affect a substantial number of people.

During construction, the project could result in short-term elevated levels of dust, criteria pollutants, and odors. However, compliance with Caltrans Standard Specifications for dust and pollutant control and the rapid dissipation of any odors would ensure that any impacts on air quality would be less than significant.

Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. Due to the project being a minor pavement rehabilitation project, which would not increase traffic capacity nor result in a significant measurable increase in air pollution, the project would not conflict with or obstruct the implementation of the EPA-Approved California State Implementation Plan for Modoc County.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact. Per the *Air Quality Analysis Memo* dated September, 18 2023, the project is located in an attainment/unclassified area for all National Ambient Air Quality Standards (NAAQS) and is not subject to transportation conformity requirements.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Per the Air Quality Analysis Memo dated September, 18 2023, although short-term degradation of air quality could occur as a result of construction-related activities associated with the project, any decrease in air quality would be temporary and limited to the immediate area of construction. Implementation of Caltrans Standard Specifications (Measures) and Best Management Practices would further minimize any degradation potential air quality degradation.

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

Less than Significant Impact. Per the Air Quality Analysis Memo dated September, 18 2023, short-term degradation of air quality could occur as a result of construction-related activities associated with the project. However, any decrease in air quality or odors which could adversely impact a substantial number of people would be temporary and limited in range to the immediate area of construction. Implementation of Caltrans Standard Specifications and Best Management Practices would further minimize any emissions and prevent emissions from adversely affecting a substantial number of people.

Given the determinations above, the project would have a *less than significant impact* on air quality.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			✓	
Would the project: 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?				✓
Would the project: 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?			✓	
Would the project: 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?			✓	
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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?				✓

Regulatory Setting

Within this section of the document (2.4. Biological Resources), the topics are separated into Sensitive Natural Communities (SNCs), Wetlands and Other Waters, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species. Plant and animal species listed as "threatened" or "endangered" are covered within the Threatened and Endangered sections. Other special status plant and animal species, including USFWS and National Marine Fisheries Service (NMFS) candidate species, CDFW Fully Protected (FP) species, Species of Special Concern (SSC), and California Native Plant Society (CNPS) rare plants are covered in the respective Plant and Animal sections.

Sensitive Natural Communities

CDFW maintains a list of SNCs. SNCs are those natural communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status taxa or their habitat.

Wetlands and Other Waters

Waters of the United States (including wetlands) and State are protected under several laws and regulations. The primary laws and regulations governing wetlands and other waters include:

- Federal Clean Water Act (CWA)–33 United States Code (USC) 1344
- Federal Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State California Fish and Game Code (CFGC)–Sections 1600–1607
- State Porter-Cologne Water Quality Control Act–Section 3000 et seq.

Special Status Species

Plant Species

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special status plant species. The primary laws governing plant species include:

- Federal Endangered Species Act (FESA)–USC 16 Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402
- California Endangered Species Act (CESA)–California Fish and Game Code Section 2050, et seq.
- Native Plant Protection Act–California Fish and Game Code Sections 1900–1913
- National Environmental Policy Act (NEPA)–40 CFR Sections 1500 through 1508
- California Environmental Quality Act (CEQA)–California Public Resources Code (PRC) Sections 21000–21177

Animal Species

The USFWS, NMFS, and CDFW have regulatory responsibility for the protection of special status animal species. The primary laws governing animal species include:

- NEPA–40 CFR Sections 1500 through 1508
- CEQA–California Public Resources Code Sections 21000–21177
- Migratory Bird Treaty Act–16 USC Sections 703–712
- Fish and Wildlife Coordination Act–16 USC Section 661
- California Fish and Game Code Sections 1600–1603
- California Fish and Game Code Sections 4150 and 4152

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

- FESA–USC 16 Section 1531, et seq. See also 50 CFR Part 402
- CESA–California Fish and Game Code Section 2050, et seq.
- CESA–California Fish and Game Code Section 2080
- CEQA–California Public Resources Code, Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended–16 USC Section 1801

Invasive Species

The primary laws governing invasive species are Executive Order (EO) 13112 and NEPA.

Wildlife Movement, Corridors and Nursery Sites

The California Department of Fish and Wildlife (CDFW) has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitats necessary for biologically sustainable populations of those species. The primary laws governing wildlife movement, corridors and nursery sites are:

- The Safe Roads and Wildlife Protection Act
- The Infrastructure Investment and Jobs Act (Section 11123(c)(1))

Local Policies and Ordinances

The project is located in Modoc County and therefore is subject to the *County of Modoc General Plan 2018* (County of Modoc 2018). The Wildlife Element in the *County of Modoc General Plan 2018* includes various policies and objectives related to the protection of biological resources (e.g., streams, rivers, forests and woodlands, wetlands, and native plants and animals) within the county. Specifically, within the General Plan, Appendices A and B in the Open Space and Conservation Element describe specific measures to be considered when undertaking development projects, which could be used to mitigate potential wildlife habitat impacts.

Habitat Conservation Plans, Natural Community Conservation Plans, and Other Approved Local, Regional, or State Habitat Conservation Plans

No habitat conservation plans are listed in Modoc County. No Natural Community Conservation Plans (NCCP) have been designated in Modoc County (California Department of Fish and Wildlife 2019–NCCP Plan Summaries). In 2009, the Final Comprehensive Conservation Plan was developed by the U.S. Fish and Wildlife Service for the Modoc National Wildlife Refuge in accordance with the National Wildlife Refuge System Improvement Act of 1997. This comprehensive conservation plan serves many purposes, such as providing a clear statement of direction for Refuge management as well as ensuring consistency with federal, state, and local plans.

Affected Environment

A Natural Environment Study (NES) (Caltrans 2023f) was prepared for the project. Caltrans coordinated with fisheries biologists and water quality specialists while conducting surveys in support of the NES.

Sensitive Natural Communities/Wetlands and Other Waters

Habitats present within the project area include coniferous forest, sagebrush scrub, montane riparian scrub, freshwater wetlands and ruderal/roads habitats. The remainder of the project area consists of paved roadway and graveled roadside shoulders.

Wetlands, identified as riparian habitat, are present throughout the project area. The following wetland locations may be affected by the project: PMs 31.56, 31.65 and 33.19. Riverine, riparian, and wetland habitats are considered habitats of special concern and regulated under federal and state laws. Work within the bed and bank of jurisdictional watercourses within the Alturas CAPM work sites would require a Nationwide Permit from the U.S. Army Corps of Engineers (USACE); a Water Quality Certification from the Central Valley Regional Water Quality Control Board (CVRWQCB); and a Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW). Impacts to riparian vegetation would be addressed pursuant to the applications for a Water Quality Certification and Lake and Streambed Alteration Agreement.

Special Status Species

Field surveys confirmed that no special status plant, bird, amphibian, nor reptile species are present within and/or adjacent to the ESL. However, three special status animal species could potentially be present within and/or adjacent to the ESL: bald eagle, osprey, and northwestern pond turtle. Other special status animal species are assumed to be present or potentially present within the BSA. The following special status species are present, assumed to be present, or potentially present within the BSA:

Plants

- Greene's tuctoria *(Tuctoria greenei)*–(FE)—Absent
- Slender orcutt grass *(Orcuttia tenuis)*–(FT)—Potentially Present

Mammals

- Gray wolf *(Canis lupus)*–(FE/SE)—Potentially Present
- Long-eared myotis *(myotis evotis)*–(periodically reviewed for SSC)—Potentially Present
- Western white-tailed jackrabbit *(Lepus townsendii townsendii)*–(SSC)—Potentially Present

Fish

- Goose Lake redband trout *(Oncorhynchus mykiss* ssp)–(SSC)—Assumed Present
- Hardhead *(Mylopharodon conocephalus)*–(SSC)—Assumed Present
- Northern Roach *(Hesperoleucus mitrulus)*–(SSC)—Assumed Present
- Pit-Klamath brook lamprey *(Entosphenus lethophagus)*–(SSC)—Assumed Present

Invertebrates

- Monarch butterfly *(Danaus plexippus)*–(FC)—Potentially Present

Listing Status

FT = Federal Threatened
FE = Federal Endangered
FC = Federal Candidate
ST = State Threatened
SE = State Endangered
SSC = State Species of Special Concern

Invasive Species

The following invasive species were observed within the project area: Canada Thistle (*Cirsium arvense*) and cheatgrass (*Bromus tectorum).*

Wildlife Corridors and Nursery Sites

Modoc County boasts the second highest breeding population of waterfowl in California (County of Modoc 2018). A significant portion of the project is adjacent to the Modoc National Wildlife Refuge which provides critical nesting and breeding habitat for waterfowl. The refuge is located southeast of the city of Alturas and contains important habitat for biodiversity, particularly for migratory birds (USFWS 2009). The project briefly intersects the Modoc National Wildlife Refuge boundary on U.S. 395. A wildlife viewing area is adjacent to the project limits at PM R20.5.

Streams and wetlands within the project area provide wildlife migration corridors and nursery sites for fish, amphibians, and turtles. Riparian habitat along streams within the project area provides migration corridors for amphibians and various small mammals. Trees within riparian habitat and in uplands provide potentially suitable nesting habitat for birds. No evidence of nesting within culverts was observed during the field surveys.

Local Policies and Ordinances

Local stakeholders have been engaged throughout the project delivery process. As the project scope consists of simple pavement rehabilitation and minor drainage improvements, the project would not conflict with local policies and ordinances.

Habitat Conservation Plans, Natural Community Conservation Plans, and Other Approved Local, Regional, or State Habitat Conservation Plans

Due to the simple nature of the work proposed (simple pavement rehabilitation and minor drainage improvements), the project would not conflict with any habitat conservation plans, natural community conservation plans nor other approved local, regional, or state habitat conservation plans.

Environmental Consequences

Sensitive Natural Communities/Wetlands and Other Waters

Construction Impacts

Construction of the project would permanently impact approximately 0.037 acre (1,600 square feet) of stream channel habitat as a result of work in the active channel of the Pit River, as well as placement of RSP and installation of new headwalls at various locations within the ordinary high water mark (OHWM) of various watercourses. The project would result in a net permanent impact to approximately 0.016 acre of riverine habitat.

Approximately 0.001 acre (50 square feet) of riparian habitat would be temporarily impacted as a result of heavy equipment access during installation of an in-stream clear water diversion. Use of trenchless culvert installation methods at jack and bore sites would result in approximately 0.239 acre (7,000 square feet) of temporary wetland impacts.

The amount of stream channel, wetland and riparian habitat that would be permanently and temporarily impacted would not be considered substantial.

The widening and paving of roadway shoulders would result in the conversion of a minimal amount of upland vegetation (mixed conifer forest), which is not considered a sensitive natural community. Implementation of the following Caltrans Standard Measures and Best Management Practices would minimize impacts to SNCs and wetlands: Section 1.6: BR-1, BR-3, BR-4 and BR-5.

Cumulative Impacts

The project's impact on riverine, wetland and riparian habitat would be minimal, and when these impacts are considered along with similar impacts resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on riverine, wetland and riparian habitat would be individually limited but not cumulatively considerable.

Special Status Species

Construction Impacts

Construction of the project could affect Goose Lake redband trout. A variety of aquatic organisms could be directly affected if present during in-channel work and harmed by construction equipment. Potential indirect effects on aquatic organisms could occur if sediments or pollutants were to enter drainages and degrade their habitat. Construction of the project has the potential to adversely affect the Goose Lake redband trout, a special status species. However, implementation of Caltrans Standard Measures and BMPs would ensure that there are no significant impacts to the Goose Lake redband trout.

Construction of the project would *not* affect the following special status species:

- Gray wolf (*Canis lupus*)
- Long-eared myotis (*Myotis evotis*)
- Western white-tailed jackrabbit (*Lepus townsendii townsendii*)
- Hardhead (*Mylopharodon conocephalus*)
- Northern roach (*Hesperoleucus mitrulus*)
- Pit-Klamath brook lamprey (*Entosphenus lethophagus*)
- Monarch butterfly (*Danaus plexippus*)

Compliance with the following Caltrans Standard Measures and Best Management Practices would ensure that any impacts on special status species and the aquatic environment during construction would be minimal: Section 1.6: WQ-1, WQ-2, BR-1, BR-2, BR-3, BR-4 and BR-5. With the implementation of these Standard Measures and Best Management Practices, an adverse impact is unlikely. The long-term benefits of the project would far outweigh any potential short-term impacts to aquatic species.

Construction of the project has the potential to introduce/spread invasive species into the project area and affect native plant and animal species. Of particular concern are noxious weed species, which crowd out native plant species. Noxious weed species are often introduced or spread into construction areas as seeds embedded in mud that attach to construction vehicles and equipment. Noxious weeds are considered widespread in California and subject to regulations to stop their spread.

Compliance with the following Caltrans Standard Measures and Best Management Practices would minimize the potential for introduction or spread of invasive and/or noxious weed species and ensure that any impacts on native plant and animal species as a result of the introduction of noxious weed species into the project area would be minimal: Section 1.6: BR-2 and BR-3.

Cumulative Impacts

Any impacts on special status species and native plant and animal species related to the spread of invasive species would be minimal, and when these impacts are considered along with similar impacts resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, any impacts on special status species and native plant and animal species would be individually limited but not cumulatively considerable.

Wildlife Movement, Corridors and Nursery Sites

Construction Impacts

The project would not 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. The project work scope includes the installation of temporary water diversions in stream channels during construction to allow aquatic organisms to move freely around the in-channel work areas.

A variety of migratory bird species could nest in vegetation within and/or adjacent to the project area. If present, nesting birds could be directly and indirectly affected by the proposed work. Potential direct effects on nesting birds could include mortality resulting from destruction of nests during vegetation removal. Potential indirect effects on nesting birds could include disruption of feeding patterns or nest abandonment due to construction related noise.

Compliance with the following Caltrans Standard Specification would avoid impacts on nesting migratory birds: Section 1.6: BR-1, BR-2, and BR-5.

Cumulative Impacts

The project's impact on wildlife corridors and nursery sites would be minimal, and when these impacts are considered along with similar conflicts resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on wildlife corridors and nursery sites would be individually limited but not cumulatively considerable.

Local Policies and Ordinances

Construction Impacts

The project is consistent with the Conservation Element in the *County of Modoc General Plan 2018*.

Cumulative Impacts

The project would have no cumulative impacts on (i.e., conflicts with) local policies and ordinances.

Habitat Conservation Plans, Natural Community Conservation Plans, and Other Approved Local, Regional, or State Habitat Conservation Plans

Construction Impacts

As this is a simple pavement rehabilitation and minor drainage improvement project, the project would not conflict with any habitat conservation plans, natural community conservation plans, or other approved local, regional (e.g., the Final Comprehensive Conservation Plan), or state habitat conservation plans due to the limited scope of work.

Cumulative Impacts

As this is a simple pavement rehabilitation and minor drainage improvement project, the project would have no cumulative impact on any habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plan due to the limited scope of work.

Avoidance, Minimization, and/or Mitigation Measures

Sensitive Natural Communities/Wetlands and Other Waters

The following permit-required measures would be implemented to offset temporary impacts to wetlands:

- Restore wetland areas to preconstruction condition by restoring the native fill removed for construction.

The following permit-required measures would be implemented to offset temporary impacts to riverine habitat:

- Restore riparian areas to preconstruction condition.

The following permit-required measures would be implemented to offset permanent impacts to streams:

- Purchase 0.05 aquatic resource credits from the In-Lieu Fee (ILF) Program from Pit River Basin Service Area.

Special Status Species

Implementation of the above-mentioned Standard Measures and Best Management Practices would be utilized to avoid/minimize direct and indirect effects on Goose Lake redband trout.

Wildlife Movement, Corridors and Nursery Sites

Not applicable.

Local Policies and Ordinances

Implementation of Standard Measures and Best Management Practices for habitat protection, species protection (including nesting migratory birds), and invasive species control would ensure consistency with the Conservation Element in the *2018 Modoc County General Plan*.

Habitat Conservation Plans, Natural Community Conservation Plans, and Other Approved Local, Regional, or State Habitat Conservation Plans

Not applicable.

Discussion of CEQA Environmental Checklist Question 2.4a)—Biological Resources

a) Would the project 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 NOAA Fisheries/NMFS?

Less than Significant Impact. Implementation of measures for protection of special status species would ensure 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 Marine Fisheries Service.

Discussion of CEQA Environmental Checklist Question 2.4b)—Biological Resources

b) Would the project 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. There are no sensitive natural communities that have been identified by CDFW or USFWS in the project area.

Discussion of CEQA Environmental Checklist Question 2.4c)—Biological Resources

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. Implementation of habitat protection measures would ensure there would be no permanent impacts on wetlands. Implementation of Caltrans Standard Practices and Best Management Practices would ensure that the site would be restored as close to preconstruction condition as feasible.

Discussion of CEQA Environmental Checklist Question 2.4d)—Biological Resources

d) Would the project 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. The use of water diversions during construction to allow the free movement of aquatic organisms and implementation of measures to protect nesting birds would ensure that any impacts on wildlife corridors and/or wildlife nursery sites would be *less than significant*.

Discussion of CEQA Environmental Checklist Question 2.4e)—Biological Resources

e) Would the project 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.

Discussion of CEQA Environmental Checklist Question 2.4f)—Biological Resources

f) Would the project 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 any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Given the determinations above, the project would have a *less than significant impact* on Biological Resources.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			✓	
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?				✓

Regulatory Setting

The term "cultural resources," as used in this document, refers to the built environment (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including *archaeological resources, historic resources, historic districts, historical landmarks, and tribal cultural resources* as defined in PRC § 5020.1(j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources–PRC § 5020 et seq.
- California Register of Historical Resources (CRHR)–PRC § 5024 et seq. (codified 14 CCR § 4850 et seq.)
    - PRC § 5024, Memorandum of Understanding (MOU): The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC § 5024 process.
- California Environmental Quality Act–PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)
- Native American Historic Resource Protection Act–PRC § 5097 et seq.

- Assembly Bill (AB) 52, amends California Environmental Quality Act and the Native American Historic Resource Protection Act:
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places (NRHP) or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[2] between the California Department of Transportation and SHPO, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

Affected Environment

The project area contains cultural resources that required an Historic Property Survey Report and Archaeological Survey Report dated July 2023 (Caltrans 2023a) and a Historic Resources Evaluation Report dated 2023 (Caltrans 2023a). The area of potential effect (APE) is defined as a horizontal APE that is 80 feet wide and 200 acres in total, which encompasses the whole project area. The APE accounts for the current roadway and any proposed shoulder widening in certain areas. Cultural resources in the area include historic structures located in downtown Alturas that were evaluated by a consultant and architectural historian, prehistoric lithic scatter, a prehistoric campsite with lithic scatter, prehistoric refuse scatter, prehistoric groundstone scatter, historic concrete water conveyance, and a historic concrete diversion dam.

[2] The MOU is located on the SER at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/5024mou-15-a11y.pdf

Six are built environment historic properties (i.e., historic buildings) (Table 5) and 16 are prehistoric historic properties (13 prehistoric, one multicomponent, and two historical cultural resources) that are assumed eligible for the NRHP.

Table 5. CEQA Built Environment Historic Resources

Name/APN	Address / Location	Community	Office of Historic Preservation (OHP) Status Code
Masonic Temple/ 003-192-009-000	328 North Main St.	Alturas	3S[3]
Niles Theatre/ 003-192-009-000	127 South Main St.	Alturas	3S[4]
Laird Building/ 003-223-001-000	201 South Main St.	Alturas	3S[5]
Hotel Niles/ 003-236-006-000	304 South Main St.	Alturas	3S[6]
E. Lauer Building/ 003-226-001-000	403 South Main St.	Alturas	2S2[7]
Veterans Memorial Building/Modoc County Recorder's Office/ 003-236-006-000	508 South Main St.	Alturas	3S[8]

[3] Previously evaluated in 1987 and assigned OHP Status code of 3S. The records search conducted for this project did not return a previous survey and evaluation form for this resource. Historical status information is from Built Environment Resource Directory (BERD).

[4] Previously evaluated in 1987 on an Historic Resource Inventory form by Nancy A. North-Gates. Previous OHP Status code of 3S. Historical status information is from BERD.

[5] Previously evaluated in 1987 on an Historic Resource Inventory form by Nancy A. North-Gates. Previous OHP Status code of 3S. Historical status information is from BERD.

[6] Previously evaluated in 1987 on an Historic Resource Inventory form by Nancy A. North-Gates. Previous OHP Status code of 3S. Historical status information is from BERD.

[7] Previously evaluated on a DPR 523 form in 2000 by JRP Historical Consulting Services. SHPO determination of eligibility March 22, 2001, DOE-25-01-0003-0000. Historical status information is from BERD.

[8] The Veterans Memorial Building was recorded in 1987 and assigned OHP Status code of 3S. The records search conducted for this project did not return a previous survey and evaluation form for this resource. The former Recorder's Office and the Modoc County Jail–both on this parcel–were determined California Points of Historical Interest in 1970. The former Recorder's Office was recorded in 1987 and assigned OHP Status code of 7N. The records search conducted for this project did not return a previous survey and evaluation form for the former Recorder's Office. Historical status information is from BERD.

Environmental Consequences

In accordance with 36 CFR § 800.11(e), the 16 archaeological historic properties would be avoided and protected by establishing an Environmentally Sensitive Area (ESA) for each. Furthermore, archaeological monitoring areas (AMAs) were established for two of these properties because project activities (i.e., culvert replacements) are proposed to occur within known historic property site boundaries and within the tribally-owned lands managed by the Pit River Tribe. Therefore, it is required that a tribal monitor be present when work is completed within the established AMA and near all other ESAs due to the sensitivity of the project area within the ancestral and current territories for the Pit River Tribe. Thus, the project has a "*no adverse effect with standard conditions*" finding for the twenty-two prehistoric historic properties.

There are historic properties protected by Section 4(f) of the Department of Transportation Act of 1966 within the project vicinity. However, this project would not "use" those properties as defined by Section 4(f). Please see Section 4(f)–Appendix A under the heading "Resources Evaluated Relative to the Requirements of Section 4(f)" for additional details.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact. The cultural resources study included literature and records review of the project area, visits to and/or contacts with a number of repositories, agencies, organizations, and Native American representatives, and an archaeological field survey of the project area. The cultural resources study determined that the project is located within the ancestral territory of the Pit River Tribe. Review of the Native American Heritage Commission's sacred lands file found that sacred lands are present within the project area and the Native American Heritage Commission (NAHC) provided a list of tribal representatives to contact including Pit River Tribe, Alturas Rancheria of Pit River Indians, Cedarville Rancheria of Northern Paiute Indians, and the Fort Bidwell Indian Community of Paiute (NAHC letter dated 08/30/2022).

The project area from U.S. 395 PMs R17.50 to 34.00 travels through the Tribal Trust Lands of the Pit River Tribe's XL Rancheria. This corresponds with the territory for the Kosale'kawi and Hewise'dawi bands of Pit River Tribe. Caltrans has consulted with applicable California Native American tribes and only the Pit River Tribe accepted the invitation to consult and provided notification of the presence or potential presence of tribal cultural resources, as defined in Public Resource Code Section 2107, within the project area.

The Pit River Tribal Historic Preservation Officer (THPO) and band representatives accompanied the project archaeologist during field survey efforts and helped delineate Environmentally Sensitive Areas (ESAs) boundaries within the XL Rancheria boundaries. Furthermore, in accordance with 36 CFR § 800.5(3), the THPO was sent the drafted cultural reports for this project on July 28, 2023, and were provided 45 days to review and comment on the drafted reports. The THPO responded and expressed concerns from the Kosale'kawi and Hewise'dawi band representatives who requested "Cultural Specialists/Monitors during the total construction of the project to protect cultural/historical resources that may be associated within the project area or adjacent to its boundary." The project archaeologist confirmed that these requests and concerns have been noted in the project records and Environmental Commitments Record. Consultation with California Native American Tribes is ongoing and will continue through project completion..

In accordance with 36 CFR § 800.11(e), the 16 archaeological historic properties will be avoided and protected by establishing an ESA for each. Furthermore, archaeological monitoring areas (AMAs) were established for two of these properties because project activities (i.e., culvert replacements) are proposed to occur within known historic property site boundaries and within the tribally-owned lands managed by the Pit River Tribe. Therefore, it is required that a tribal monitor be present when work is completed within the established AMA and near all other ESAs due to the sensitivity of the project area within the ancestral and current territories for the Pit River Tribe. Thus, the project would have a less than significant impact for 22 of the prehistoric historic properties.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact. Although the project goes through the historic downtown district in the city of Alturas, potential significant impacts to historic resources, archaeological resources, and human remains are not anticipated as Caltrans Standard Measures and Best Management Practices (Section 1.6: CR-1, CR-2, CR-3 and CR-4) would be implemented in the Area of Potential Affect (APE). An Environmentally Sensitive Area (ESA) Action Plan, dated July 2023 (Caltrans 2023b), has also been developed to protect the resources from any disturbance.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. Cultural Specialists/Monitors during construction of the project would protect cultural/historical resources, including any potential human remains that may be associated within the project area or adjacent to its boundary. Compliance with Caltrans Standard Measure in CR-4 (Section 1.6) would ensure there would be no impact to any potential human remains discovered.

Given the determinations above, the project would have a *less than significant* impact on cultural resources.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

CEQA Guidelines Section 15126.2(b) and CEQA Guidelines Appendix F—Energy Conservation require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

Affected Environment

The project area has existing infrastructure within Caltrans' right of way that requires the input of electricity to operate. This includes flashing beacons, City of Alturas (water and sewer), Frontier Communications (telephone), Pacific Power (electric), Surprise Valley Electrification Corp (electric), and Charter (cable) all within the project limits. The flashing beacons are powered by electricity provided by underground electrical utilities maintained by Caltrans.

Energy use in the project area is also affected by the amount of traffic that passes through the project area, the rate of travel, and patterns of travel. In 2019, U.S. 395 had an Annual Average Daily Traffic (AADT) of 2,950 vehicles. The AADT counts indicate a relatively low amount of daily vehicle traffic on U.S. 395. In 2019, the AADT on SR 299 was 4,450 vehicles.

Environmental Consequences

An Energy Analysis Report was prepared for the project (California Department of Transportation 2023g). Once built, the project would not increase or decrease energy use within the project area. During construction, there would be a short-term increase in energy use due to the operation of heavy-duty construction vehicles and equipment, materials delivery, and debris hauling. However, the increase in energy use during construction would be minimal and temporary.

Cumulative Impacts

The project's impact on energy resources would be minimal and temporary, and when these impacts are considered along with impacts on energy resources resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on energy resources would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are warranted.

Discussion of CEQA Environmental Checklist Question 2.6—Energy

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less than Significant Impact. The project would be constructed in 180 days as the construction of 59 ADA-compliant curb ramps would necessitate staggering the construction schedule over two seasons. However, per the Energy Analysis Memo, dated November 30, 2023, construction-related energy consumption would be temporary and would not be a new source of energy demand (Caltrans 2023g). Furthermore, the project is not capacity-

increasing and would not result in a long-term increase in energy expenditure. Therefore, the impact of temporary energy use for construction-related activities on the environment would be *less than significant*. Therefore, 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) Would the project 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 due to the limited scope of the project and the temporary nature of the impacts on energy resources.

Given the determinations above, the project would have a *less than significant impact* on energy resources.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.				✓
ii) Strong seismic ground shaking?				✓
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?			✓	
Would the project: 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

Regulatory Setting—Geology and Soils

The primary laws governing geology and soils include:

- Historic Sites Act of 1935–16 USC 461 et seq.
- CEQA–California Public Resources Code (PRC) 21000

Affected Environment—Geology and Soils

The project area is located on the Modoc Plateau. The Modoc Plateau is a geomorphic province estimated to have formed approximately 25 million years ago. It is generally characterized as a mile-high expanse of lava flows with cinder cones, juniper flats, pine forests, and seasonal lakes (USFS 2023). Given that the topography within the project area is relatively level and there is no history of highway repairs due to landslides or subsidence within the project area, the soils are presumed to be relatively stable (California Department of Conservation 2023e). The underlying geology in the project area consists of marine and non-marine sedimentary and volcanic rocks. The project site is not located in an area that has a known active earthquake fault, as delineated on the most recent Alquist-Priolo earthquake fault zoning map (California Department of Conservation 2023f). The project area is not in an area characterized by seismic-related ground failure and/or liquefaction (California Department of Conservation 2023h).

Soils occurring within the project area generally consist of gravelly loam and clay loam soils, including Barnard Gravelly Loam, Bieber Gravelly Loam, Buntingville Clay Loam, Daphnedale Stony Loam, and Modoc Gravelly Loam. Slopes within the southern and central

portions of the project area occur between 0 and 9%, while the northernmost portion exhibits 30 to 50% slopes. Generally, the soils are flatter and siltier south of the city of Alturas, becoming rockier and steeper north of Alturas (Natural Resources Conservation Service 2023).

Environmental Consequences—Geology and Soils

Construction Impacts

Work associated with the removal of culverts, installation of curb, gutter, and ADA ramps, as well as replacement of the structural section of the roadway, would expose native soil. The project would result in approximately 3.07 acres of ground disturbance. These activities would result in the loss of a small amount of soil and have the potential to cause soil erosion.

Compliance with Caltrans Standard Measures and Best Management Practices (Section 1.6: GS-1, GS-2, WQ-1, and WQ-2) would overcome the effects of strong seismic ground shaking, account for the presence of expansive soils, and minimize the potential for erosion and loss of topsoil.

Cumulative Impacts—Geology and Soils

As described above, the project's impact on geology and soils would be minimal, and when these impacts are considered along with impacts resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on geology and soils would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures—Geology and Soils

No additional measures beyond Caltrans Standard Measures and Best Management Practices are warranted.

Discussion of CEQA Environmental Checklist Questions 2.7a-e)—Geology and Soils

a) Would the project 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. According to the Alquist-Priolo Earthquake Fault Zoning Maps (California Department of Conservation 2023f), the closest known faults are the Lake City and Cedarville Zones, located approximately 10 miles east of the project. Given the absence of known earthquake faults in the area, the project would not result in a rupture.

ii) Strong seismic ground shaking?

No Impact. According to seismic ground shaking data maintained by the California Department of Conservation (California Department of Conservation 2023g), the potential for strong seismic ground shaking is low. Based on the project location and work scope, 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. Liquefaction results from an applied stress on the soil, such as earthquake shaking or other sudden change in stress condition, and is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. This is most likely to occur in alluvial (geologically recent, unconsolidated sediments) and stream channel deposits, especially when the groundwater table is high. According to data maintained by the California Department of Conservation (California Department of Conservation 2023h), California regions susceptible to liquefaction are limited to the San Francisco Bay Area and the Los Angeles Basin. Thus, there is no potential for impacts resulting from seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. The project site occurs on the Modoc Plateau, which is relatively flat. Based on data maintained by the Department of Conservation (2023g), the project site does not occur within a mapped slide area. Further, the nearest mapped slide area is located approximately 165 miles to the west. Thus, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Project activities would primarily be performed within the existing road prism, minimizing the potential for substantial soil erosion or the loss of topsoil. Additionally, BMPs for erosion and sediment control would be implemented in accordance with standard practices (Section 1.6). Further, Caltrans would obtain coverage under the State's Construction General Permit, which requires development of a Storm Water Pollution Prevention Plan (SWPPP) that includes BMPs to control erosion and sedimentation and prevent damage to streams, watercourses, and aquatic habitat. With implementation of Caltrans standard erosion and sediment control practices, as well as coverage under the State's Construction General Permit, the potential for soil erosion and loss of topsoil would be less than significant.

c) Would the project 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. On-site slope stability is addressed in Question a(iv) above. Considering site topography, the absence of slides in the surrounding area, and implementation of Standard Measure GS-1 (Section 1.6), the project would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Thus, there would be no impact.

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

No Impact. Some soils have a potential to swell when they absorb water and shrink when they dry out. These expansive soils generally contain clays that expand when moisture is absorbed into the crystal structure. When these soils swell, the change in volume can exert significant pressure on loads that are upon them. A soil's shrink-swell potential is determined through linear extensibility. Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. The amount and

type of clay minerals in the soil influence the change in volume. According to data maintained by the Natural Resources Conservation Service (NRCS) (2023), the linear extensibility of on-site soils is considered low to moderate. Road rehabilitation would primarily occur within the existing road prism, which is constructed on fill and overtopped with pavement (i.e., impervious surface). Based on the above information, the proposed project would not create substantial risks to life or property. Therefore, there would be no impact.

e) Would the project 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 proposed project does not include the installation or use of alternative wastewater disposal systems.

Given the determinations above, the project would have a *less than significant impact* on geology and soils.

Regulatory Setting—Paleontological Resources

Several sections of the California Public Resources Code protect paleontological resources, including Sections 5097.5 and 30244.

Affected Environment—Paleontological Resources

Scientifically significant mammal fossils are documented in the proposed project area. These include Pliocene to Miocene age fossils located in the Alturas formation and in the volcanic deposits of the Pliocene and/or Miocene age Basalt of Dorris Reservoir formation.

Environmental Consequences—Paleontological Resources

Impacts to these resources could result in the irreversible loss of scientifically significant paleontological resources. Implementation of the proposed minimization measures would reduce the potential impacts to these resources to less than significant.

Cumulative Impacts— Paleontological Resources

The cumulative impacts to these resources would not result in the loss of significant paleontological resources. Implementation of the proposed minimization measures would reduce the potential cumulative impacts to these resources to a negligible level.

Avoidance, Minimization, and/or Mitigation Measures— Paleontological Resources

Paleontological resource awareness training would be required by everyone who will be working on the construction site. This is self-training. A record of who has completed this training would be kept as part of the Environmental Commitments Record. Also, Standard Specification 14-07.03 would be implemented as part of the project.

Discussion of CEQA Environmental Checklist Question 2.7f)— Paleontological Resources

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. With the recommended paleontological resource minimization measure, significant impacts to these unique paleontological resources would not occur as a direct or indirect result of the construction activity.

Given the determinations above, the project would have a *less than significant impact* on geology and soils and paleontological resources.

2.8 Greenhouse Gas Emissions

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG. While CO_2 is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaptation strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change (as distinct from CEQA and NEPA), "mitigation" involves actions to reduce GHG emissions or to enhance the "sinks" that store them (such as forests and soils) to lessen adverse impacts. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

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 GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] 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 (FHWA) 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. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). 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 n.d.). 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.

The federal government has taken steps 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 USC Section 6201), as amended by the Energy Independence and Security Act (EISA) of 2007, and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The United States Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. The updated GHG emissions standards will avoid more than 3 billion tons of GHG emissions through 2050. In April 2022 NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

STATE

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

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG 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 (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

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

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. The CARB re-adopted the LCFS 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 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the CARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region (CARB 2022c).

SB 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 AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including the CARB, 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.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG

emissions reductions targets. It also directs the CARB to update the *Climate Change Scoping Plan* to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.) Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, 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."

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA, from a focus on automobile delay to alternative methods focused on vehicle miles traveled (VMT), 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.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires the CARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) 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 GHG emissions.

AB 1279, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires the CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

Environmental Setting

The proposed project is in a rural area, with a primarily natural-resources based agricultural and tourism economy. However, the project goes through the city of Alturas, which has a well-developed road and street network. U.S. 395 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR 299, which intersects U.S. 395 in the city of Alturas. A small portion of SR 299 is included in the project area. Traffic counts are low. Railroad tracks running parallel to U.S. 395 right of way carry several passenger and freight trains each day. The Modoc Regional Transportation Agency guides transportation development in the project area. The *Updated 2018 County of Modoc General Plan* (County of Modoc 2018) addresses GHGs in the project area.

GHG INVENTORIES

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the CARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79% were CO_2, 11% were CH_4, and 7% were N_2O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019

resulted primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27% of total U.S. GHG emissions in 2020, more than any other sector (Figure 3), and for 36% of all CO_2 emissions from fossil fuel combustion. Transportation CO_2 emissions for 2020 decreased 13% from 2019 to 2020, but were 7% higher than transportation CO_2 emissions in 1990 (Figure 3) (U.S. EPA 2022b)

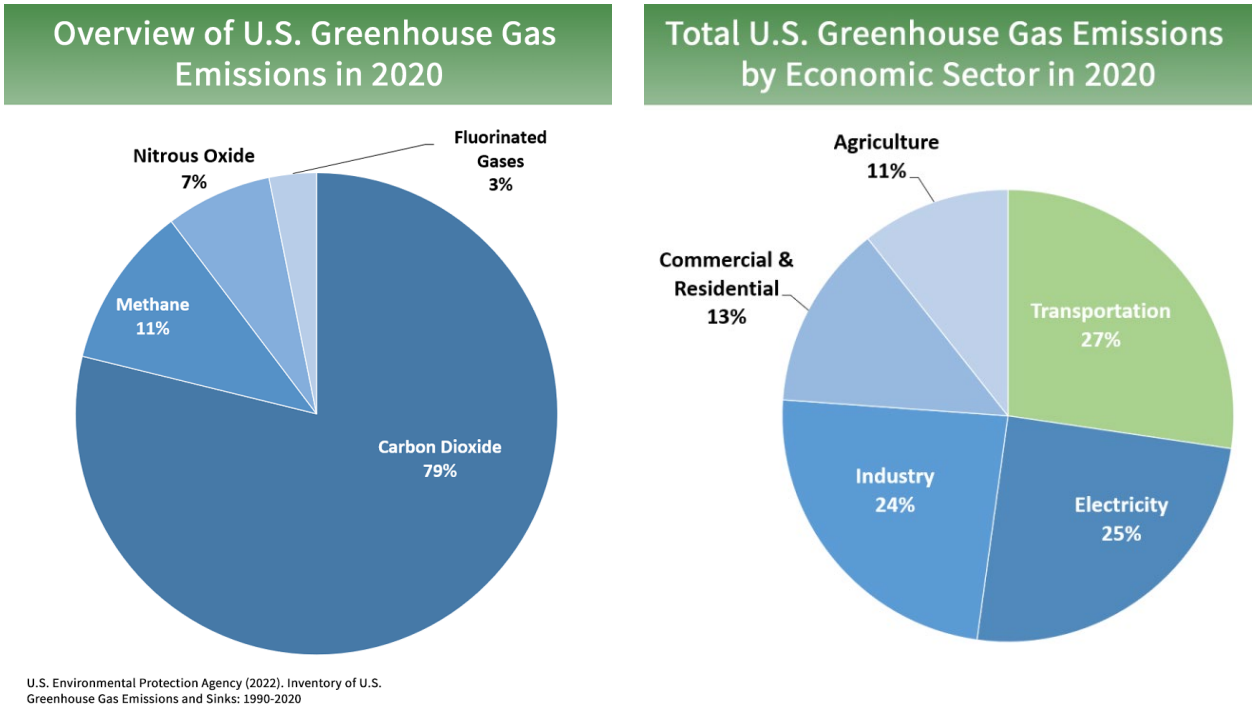

Figure 3. U.S. 2020 Greenhouse Gas Emissions

(Source: U.S. EPA 2022a)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial and 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 GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California GHG emissions in 2020 were 369.2 $MMTCO_2e$, a reduction of 35.3 $MMTCO_2e$ from 2019 and 61.8 $MMTCO_2e$ below the 2020 statewide limit of 431 $MMTCO_2e$. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which VMT declined under stay-at-home orders and reductions in goods movement. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37% of statewide emissions (Figure 4.) (Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47% of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California's gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 5). It is expected that total GHG emissions will increase as the economy recovers over the next few years (CARB 2022a).

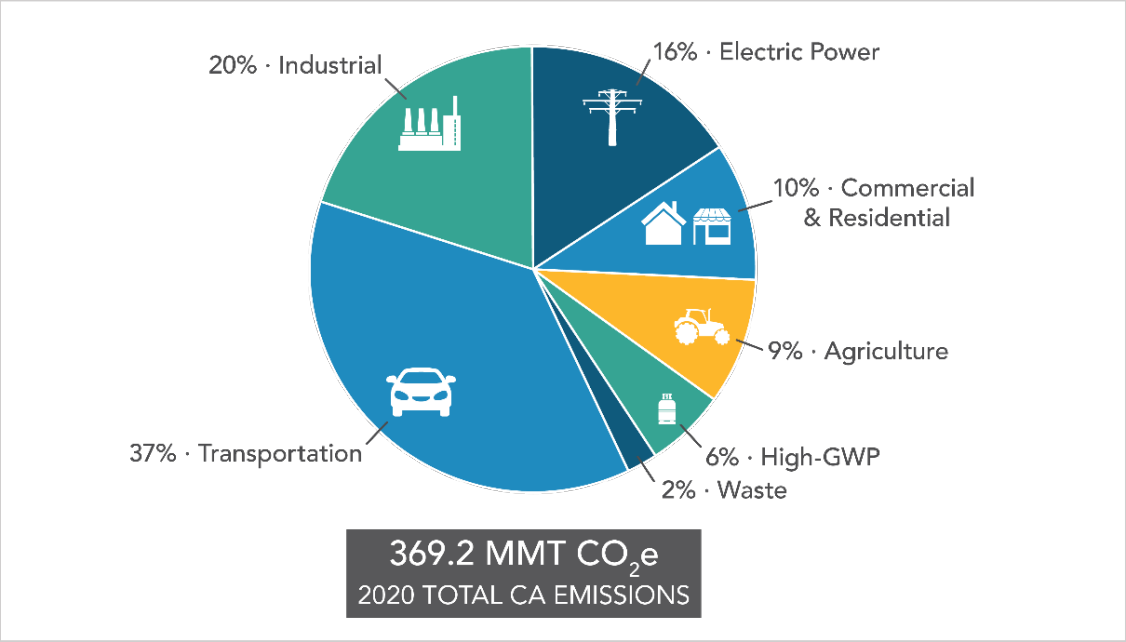

Figure 4. California 2020 Greenhouse Gas Emissions by Scoping Plan Category
(Source: CARB 2022a)

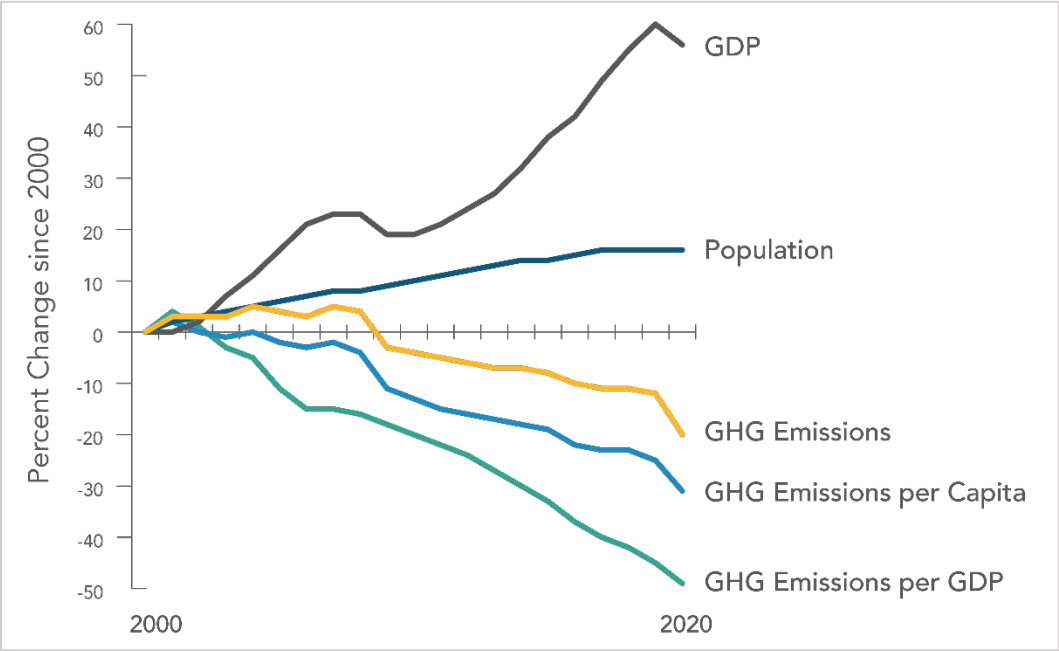

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000

(Source: CARB 2022a)

AB 32 required the CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The CARB 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 EO B-30-15 and SB 32. The draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (CARB 2022b).

REGIONAL PLANS

The CARB sets regional GHG reduction targets for California's 18 Metropolitan Planning Organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels.

The project area is not within the jurisdiction of an MPO and therefore not subject to CARB GHG reduction targets. However, the Modoc County Transportation Commission (MCTC) is

the regional transportation planning agency (RTPA) for the project area. The Modoc County 2008 Regional Transportation Plan (RTP) identifies the objective to promote and design transportation projects that will reduce greenhouse gas (GHG) emissions and thereby positively contribute to meeting statewide global warming emissions targets. Program level performance measures which show a reduction in GHG emissions in the region and/or reduction in vehicle miles traveled (VMT) are stated as the main indicator for achieving the objective.

Table 6. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
2019 *Modoc Regional Transportation Plan* (adopted December 3, 2019)	**Chapter 4-Public Transportation** • Continue to support and utilize capital vehicle programs for the region to reduce greenhouse gas emissions. **Chapter 8-Land Use and Air Quality** • Provide a variety of transportation choices (e.g., public transit) as an alternative to individual automobile trips for residents and visitors.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also 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 § 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 *v.* San Diego Assn. of Governments (2017) 3 Cal. 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

For Non-Capacity-Increasing Projects

The purpose of the proposed project is to extend the pavement life, improve ride quality, minimize worker exposure, and reduce extraordinary maintenance, repair, or replace culverts that risk damage to the roadway, and would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on U.S. 395 nor SR 299, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected. Therefore, no minimization measures are recommended for operational emissions.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site 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.

Use of long-life pavement, improved Transportation Management Plans, and changes in materials can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction is expected to begin in 2026 and last approximately 120 working days. The proposed project would result in generation of short-term, construction-related GHG emissions at different levels throughout the construction phase. Table 7 summarizes estimated GHG emissions generated by on-site equipment for the project.

Table 7. Estimates (US tons) of Total GHG Emissions during Construction

Construction Year	CO_2	CH_4	N_2O	BC	HFC-134a	CO_2e*
2026	546	0.012	0.030	0.023	0.017	590

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors 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 GHG emissions.

CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increase in operational GHG emissions. The proposed 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 GHG reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (CARB 2022d).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The California Governor's Office of Planning and Research (OPR) identified five sustainability pillars in a 2015 report: (1) increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) reducing petroleum use by up to 50 percent by 2030; (3) increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) reducing emissions of short-lived climate pollutants; and (5) stewarding natural resources, including forests, working lands, and wetlands, to ensure they store carbon, are resilient, and enhance other environmental benefits (California Governor's OPR 2015). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (California Governor's OPR 2022).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of VMT. Reducing today's petroleum use in cars and trucks by 50% is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 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 on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities, and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency (2022a) released *Natural and Working Lands Climate Smart Strategy*, with a focus on nature-based solutions.

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016) set an interim target to cut GHG emissions to 40% below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan For Transportation Infrastructure

The *California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40% of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The *California Transportation Plan* (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The *CTP 2050* presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives And Other Initiates

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project. All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, 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 GHG emissions.

The following Caltrans Standard Measures (Section 1.6) will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project: GHG-1, GHG-2, GHG-3, GHG-4, GHG-5, GHG-6, and AQ-1.

Adaptation Strategies

Reducing GHG 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. Wildfire 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 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 NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

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."

The *USDOT 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 DOT 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" (USDOT 2011). The *USDOT Climate Action Plan of August 2021* followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (USDOT 2021):

- Use best-available science
- Prioritize the most vulnerable

- Preserve ecosystems
- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (The White House 2021).

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

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (State of California 2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea

level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure within the Coastal Zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy* (California Natural Resources Agency 2021), incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change, in addition to sea level rise, also threaten California's infrastructure. At the direction of EO 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.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. 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 (Climate Change Infrastructure Working Group 2018).

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the SHS vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

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 guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

PROJECT ADAPTATION EFFORTS

Sea Level Rise

The proposed project is outside the Coastal Zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not

NOAA Sea Level Rise Viewer- Alturas CAPM- State Route 299 PM 40.40/40.63, State Route 395 PM R17.50/34.00- EA 02-0J590

https://coast.noaa.gov/slr/#/layer/slr/10/-13417661.43296026/5080040.421774222/11/streets/none/0.8/2050/interHigh/midAccretion

expected.

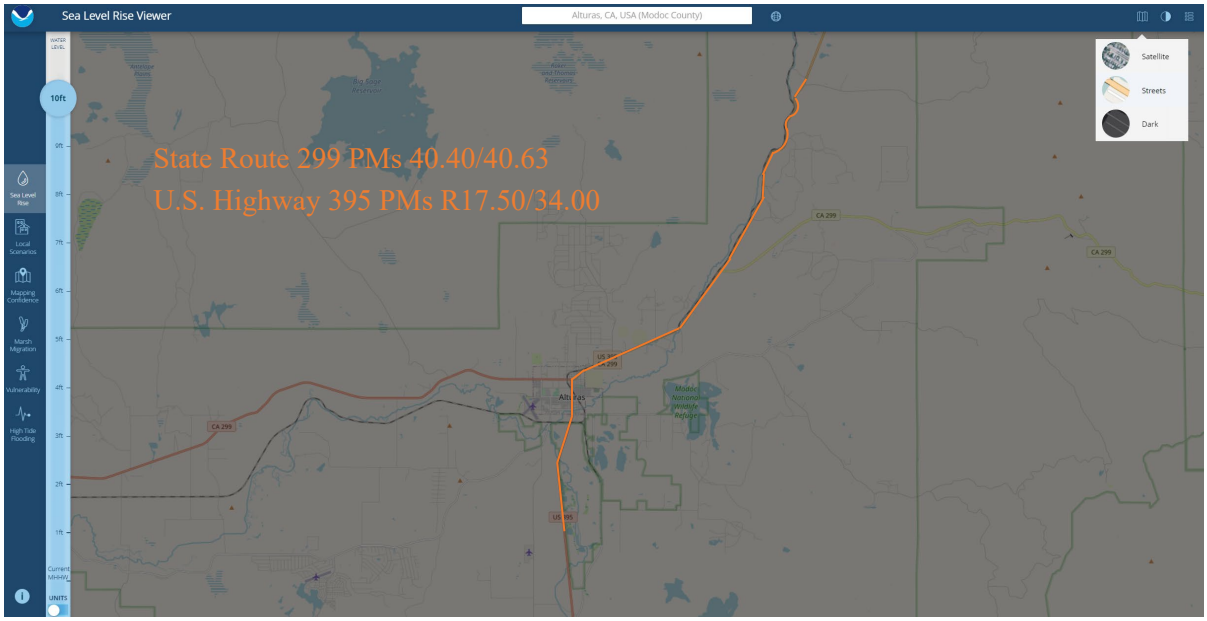

Figure 6. Sea Level Rise

Precipitation and Flooding

According to the FEMA Flood Map Service Center (Panels 06049C1500F, 06049C1481F, 06049C1175E, 06049C1200E; effective December 2, 2015), the project site is located within a designated flood hazard zone. The *Caltrans District 2 Climate Change Vulnerability* Assessment (Caltrans 2018b) mapped projected changes in 100-year storm precipitation under a business-as-usual GHG emissions scenario. The 100-year storm metric is commonly used in highway design. The District Climate Change Vulnerability Assessment does not indicate changes in 100-year storm precipitation through 2085. The proposed culverts have been sufficiently sized to maintain flows and would accommodate the relatively small projected increase in 100-year storm events.

Wildfire

Portions of the Alturas CAPM project have a "*Moderate*" or "*High*" Fire Hazard Severity rating (CAL FIRE 2023). The project area is in a location that has a "*Very High*" level of concern for wildfires, based on the RCP 8.5 emissions scenario under the EPA Climate Impacts Risk Assessment found in the 2019 Climate Change Vulnerability Assessments. Both RCP 4.5 and RCP 8.5 are representative realistic lower and higher ranges for future GHG emissions. In Modoc County, it is anticipated that approximately 130 miles of the State Highway System will be exposed to wildfire under both the RCP 8.5 emissions scenario and the RCP 4.5 emissions scenario.

Although the project is not expected to exacerbate wildfire risk, higher temperatures and changing precipitation regimes are anticipated to influence the likelihood and severity of wildfires in the project area. To minimize the risk of wildfire damage, fire resistant materials such as metal posts for guardrail and signs, and metal or cementitious culverts and culvert liners are proposed (Caltrans Project Initiation Report 2021c).

Temperature

The District Climate Change Vulnerability Assessment indicates temperature changes during the project's design life that would require adaptive changes in pavement design and maintenance practices. The 7-day average maximum temperatures are expected to rise by as much as 1.9 degrees Fahrenheit by 2025 and by up to 13.9 degrees Fahrenheit by 2085 within the project limits (Caltrans 2018b). Considerations will be given to rising average temperatures when choosing an asphalt binder.

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
Would the project: 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?				✓
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
Would the project: 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?				✓
Would the project: 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?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Discussion of CEQA Environmental Checklist Question 2.9—Hazards and Hazardous Materials

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

b) Would the project 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. As documented in the *Initial Site Assessment* (California Department of Transportation 2023c), lead-contaminated soils may exist throughout the project limits due to the historical use of leaded gasoline on the roadway; naturally occurring asbestos may exist within the project limits due to the underlying geology; and lead/chromium may be present in yellow and white road striping. Construction of the project would require excavation of a relatively small amount of soil along the roadway and removal of a small amount of road striping from the roadway surface. These activities have the potential to release a minimal amount of hazardous materials/wastes into the environment. Compliance with the following Caltrans Standard Measures and Best Management Practices (Section 1.6) would ensure the project would have no impact related to hazards and hazardous materials: HW-1, HW-2, HW-3 and HW-4.

The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor would it 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) Would the project 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. There are several existing schools within a 1/4-mile radius of the project. However, the project would not emit hazardous emissions or require the handling of hazardous or acutely hazardous materials or substances, therefore there would be no impact.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. No Cortese sites (sites which are known to contain hazardous wastes or substances) have been identified within or adjacent to the project area (Caltrans 2023c).

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 Alturas CAPM work areas are within two miles of the Alturas Municipal Airport. Alturas Municipal Airport is owned and operated by the City of Alturas and services single engine and multi-engine airplanes. According to AirNav, this airport averages 54 operations per day. However, between June and October, the airport experiences increased helicopter activity due to wildfire suppression efforts in the region. The Alturas CAPM work would not result in a safety hazard or excessive noise concerns.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The project would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. In the event of an emergency during construction, Caltrans would coordinate with the California Highway Patrol to resolve any traffic-related concerns.

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

No Impact. The project does not expose people or structures to additional risk of loss, injury, or death as a result of wildfire by using the existing highway. Rather, the project maintains the roadway for use as an escape route during wildfire emergencies and provides fire vehicles a means of accessing/suppressing wildfires.

Given the determinations above, the project would have *no impact* on hazards and hazardous materials.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
Would the project: 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 on- or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- 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; or			✓	
(iv) impede or redirect flood flows?			✓	
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

Regulatory Setting

The primary laws and regulations governing hydrology and water quality include:

- Federal: Clean Water Act (CWA)–33 USC 1344
- Federal: Executive Order for the Protection of Wetlands–EO 11990
- State: California Fish and Game Code (CFGC)–Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act– Sections 13000 et seq.

Affected Environment

The project area is located within the Sacramento Hydrologic Basin Planning Area, which is located within the Sacramento River watershed and is managed by the Central Valley Regional Water Quality Control Board. The primary receiving water body in the project area is the Pit River, which is a tributary to the Sacramento River. According to the *Water Quality Control Plan (Basin Plan) for the Central Valley Region*, several beneficial uses of surface waters are identified for the North Fork Pit, South Fork Pit and Pit River (Central Valley Regional Water Quality Control Board 2018). These include:

- **Municipal and Domestic Supply (MUN)**—Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR)**—Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation (including leaching of salts), stock watering, or support of vegetation for range grazing.

- **Water Contact Recreation (REC-1)**—Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC-2)**—Uses of water for recreational activities involving proximity to water, but where there is generally no body contact with water, nor any likelihood of ingestion of water. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **Warm Freshwater Habitat (WARM)**—Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Cold Freshwater Habitat (COLD)**—Uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Spawning, Reproduction, and/or Early Development (SPWN)**—Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
- **Wildlife Habitat (WILD)**—Uses of water that support terrestrial or wetland ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats or wetlands, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

Unless otherwise designated by the Central Valley Regional Water Quality Control Board, all ground waters in the region are considered suitable or potentially suitable, at a minimum, for municipal and domestic supply, agricultural supply, industrial service supply, and industrial process supply.

Environmental Consequences

Construction Impacts

Per the Water Quality Assessment dated September 19, 2023, construction activities that have the potential to impact hydrology and water quality include guardrail/culvert work, the addition of new impervious surfaces, and excavation/grading activities.

Removal of existing culverts would require working within stream channels. At each work location, the stream would be temporarily diverted to one side of the channel while the other side of the channel is restored/reconstructed, and vice versa. Upon completion of work, the temporary water diversion would be removed and the stream would return to the full-width of its natural channel. Construction-related impacts on hydrology and water quality would be minimal and temporary.

Replacement of the structural section of the roadway would involve replacing existing impervious surfaces with new impervious surfaces. No new impervious surface is planned. Therefore, post-construction stormwater flows would not exceed pre-construction stormwater flows and would not result in any significant increase in existing pollutant levels.

Excavation/grading activities would minimally alter the natural topography of the project area but would not substantially alter the hydrology. Excavation/grading activities may result in a minimal amount of erosion and siltation on- and off-site, which could degrade water quality.

Project design features include the installation of stormwater treatment Best Management Practices (BMPs) for onsite stormwater treatment to minimize impacts on water quality. Additional BMPs will likely be implemented in the approved project-specific Stormwater Pollution Prevention Plan during the construction phase of the project to address site-specific pollution prevention. Because more than one acre of ground disturbance would occur, a Storm Water Pollution Prevention Plan would need to be prepared in accordance with the *2018 Caltrans Standard Specifications* (California Department of Transportation 2018a). Compliance with Caltrans Standard Specifications for erosion control and spill prevention would minimize any impacts to water quality during construction.

The project would not affect the beneficial uses of surface waters downstream of the project area in the Sacramento River or affect suitable/potentially suitable uses of groundwater as identified in the *Water Quality Control Plan (Basin Plan) for the Central Valley Region*.

Compliance with the following Caltrans Standard Measures (Section 1.6) and construction site Best Management Practices would ensure that any impacts to water quality during construction would be minimal: WQ-1 and WQ-2.

The *Floodplain Evaluation Report Summary* (Caltrans 2023i) determined that the project is located within mapped 100-year flood hazard areas that are subject to flooding. However, the project would only minimally alter surface elevations within the mapped 100-year floodplains of the Pit River, and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q). As such a Floodplain Only Practicable Alternative Finding would not be required for work within the floodplains.

Cumulative Impacts

As the project's impact on hydrology and water quality would be minimal, and when these impacts are considered along with impacts on hydrology and water quality resulting from other Caltrans projects on U.S. 395 ad SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on hydrology and water quality would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

No additional measures beyond design features and Caltrans Standard Measures and Best Management Practices are warranted.

Discussion of CEQA Environmental Checklist Question 2.10—Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Due to the scope of work throughout the project location, construction of the project may result in short-term impacts to water quality. However, implementation of Caltrans Standard Measures and Best Management Practices during construction to minimize impacts to water quality would ensure that any impacts would be

less than significant. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

b) Would the project 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 deplete groundwater supplies or interfere substantially with groundwater recharge because the scope of work does not involve construction activities that may impede sustainable groundwater management of the basin. The project would not risk release of pollutants due to inundation by flood, tsunami or seiche (California Department of Conservation 2023i).

c) Would the project 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 on- or off-site?

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(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?

(iv) impede or redirect flood flows?

Less than Significant Impact. Construction of the project would not substantially alter the existing drainage pattern of the site or area in a manner that would: (1) result in substantial erosion or siltation on- or off-site; (2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (4) impede or redirect flows. However, construction of the project may result in a negligible amount of erosion or siltation on- or off-site, contribute to a minimal increase in runoff water (in both rate and amount) that may provide additional sources of polluted runoff, and redirect a limited amount of stormwater runoff from the roadway into streams. Incorporation of project design features for onsite stormwater treatment, compliance with Caltrans Standard Specifications for erosion control/spill prevention, and implementation of other measures to protect water quality would ensure that any impacts on water quality are less than significant.

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

No Impact. A tsunami is a wave generated in a large body of water (typically the ocean) by fault displacement or major ground movement. Given that the Pacific Ocean is approximately 180 miles west of the project area, there is no risk of inundation of the project area by a tsunami (California Department of Conservation 2023g). A seiche is a large wave generated in an enclosed body of water in response to ground shaking. The closest large body of water to the project site is the Dorris Reservoir, located approximately 2.5 miles to the east. It is not expected that seismic activity could create a large wave in the Dorris Reservoir that would inundate the project area. Therefore, there is no potential for release of pollutants due to inundation by seiche or tsunami.

According to the FEMA Flood Map Service Center (Panels 06049C1200E, 06049C1175E, 06049C1481F, 06049C1483F, and 06049C1500F, effective December 2, 2015), the project site is located within several designated flood hazard zones. There is a possibility of accidental release of hazardous substances in flood zones due to project inundation. In accordance with Standard Measure WQ-1 (Section 1.6), the project would be subject to a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include such measures as stockpiling materials, storing liquid waste containers, washing vehicles and equipment, and fueling/maintaining vehicles and equipment at least 100 feet from a concentrated flow of stormwater, a drainage course, or an inlet within the floodplain; or at least 50 feet outside the floodplain. Compliance with existing state regulations would ensure there is no potential for release of pollutants due to inundation by a flood. Thus, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As the proposed project would avoid direct impacts to wetlands and other waters of the U.S. and would not violate a water quality control plan or sustainable groundwater management plan, there would be no impact.

Given the determinations above, the project would have a *less than significant impact* on hydrology and water quality.

2.11 Land Use and Planning

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: 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" determinations in this section are based on the scope, description, and location of the proposed project, as well as the County of Modoc General Plan dated 2018 and City of Alturas General Plan dated 2014. Potential impacts to land use and land use planning are not anticipated.

Discussion of CEQA Environmental Checklist Question 2.11—Land Use and Planning

a) Would the project physically divide an established community?

b) Would the project 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. The project is located in Modoc County on State Route 299 from Post Miles (PMs) 40.40 to 40.63 and on State Route 395 from Post Miles R17.50 to 34.00. Land use in the project vicinity is primarily municipal residential, municipal commercial, rural residential and recreational (County of Modoc 2018). The city of Alturas is located within the project limits. The project would not physically divide an established community due to the narrow scope focusing on rehabilitation of existing infrastructure. Based on review of the County of Modoc General Plan 2018 and the City of Alturas General Plan 2014, the scope of pavement rehabilitation would not significantly alter existing conditions as it relates to current or future land use regulation, land use planning or any regulation pertaining to mitigating environmental impacts.

Given the determinations above, the project would have *no impact* on land use and planning.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Discussion of CEQA Environmental Checklist Question 2.12—Mineral Resources

a) Would the project 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) Would the project 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 *Modoc County General Plan (County of Modoc 2018)* does not identify the locations of known deposits of valuable or locally important mineral resources. No significant mineral sites of regional or statewide importance have been identified in Modoc County (County of Modoc 2018). No mineral resource zones have been mapped for Modoc County (California Department of Conservation 2023a). No mines have been reported within the project limits (California Department of Conservation 2023b). The principal mineral commodities of the county are volcanic cinders, pumice and pumicite and crushed stone. These minerals are all a direct result of the volcanic terrain that typifies the area. Metallic commodities are not extensive throughout the county; however, two minor gold districts and minor showings of quicksilver are known. Lakebed deposits in the area include peat, diatomic and salt (County of Modoc 2018).

The project would not affect land use and would not result in the loss of availability of a known mineral resource that would be of value nor would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a General Plan, specific plan, or other land use plan.

Given the determinations above, the project would have *no impact* on mineral resources.

2.13 Noise

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
Would the project result in: b) Generation of excessive groundborne vibration or groundborne noise levels?				✓
Would the project result in: 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?			✓	

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

Affected Environment

U.S. 395 and SR 299 within the project area are subject to a moderate level of noise disturbance daily due to vehicle traffic traveling at high rates of speed outside the Alturas city limits. Daily flight operations occur from Alturas Municipal Airport which is approximately 0.5 mile west of the project area.

In noise/vibration studies, sensitive receptors are hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to noise and vibration. Several sensitive receptors are present within or adjacent to the project area including residential homes, local businesses, pedestrians, schools, childcare facilities, and clinics.

Environmental Consequences

Construction Impacts

The project is not a Type I project and would not involve the introduction of permanent noise-producing activities (Caltrans 2023j). During construction, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Construction vehicles and equipment could include excavators, compressors, generators, haul trucks, pavers, jackhammers and material loaders. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Peak noise levels during construction would likely result from the use of jackhammers to break up concrete/asphalt and place these materials into haul trucks. Noise levels associated with these activities could be up to 90 decibels. Once built, noise levels would not increase above existing baseline noise levels nor would the project be a source of permanent groundborne vibrations. Although groundborne vibrations may be noticeable during construction, they would be temporary in duration and minimal in magnitude.

Compliance with the following Caltrans Standard Specification for noise/vibration control would ensure that any noise/vibration impacts during construction would be minimal:

- The contractor shall comply with Caltrans Standard Specification 14-8.02 “Noise Control”, which includes provisions for minimizing construction-related noise and vibration. These include controlling and monitoring noise resulting from work activities and ensuring that construction-related noise levels do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

Cumulative Impacts

The project’s noise impacts would be minimal and temporary because the project is not listed as a Type 1 project and does not introduce permanent noise-producing activities (Caltrans 2023j). When these impacts are considered along with noise impacts resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years,

or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's noise impacts would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

In addition to the Standard Specifications, construction noise would be minimized through the following measures:

- Limit operation of pile driver, jackhammer, concrete saw, pneumatic tools, and demolition equipment to daytime hours.
- Unnecessary idling of internal combustion engines should be prohibited.
- Stationary equipment, such as compressors and generators, should be shielded and located as far away from residential and park uses as practical.
- Locate equipment and materials storage sites as far away from residential and park uses as practicable.

Discussion of CEQA Environmental Checklist Question 2.13—Noise

This project is located in a rural part of Modoc County. The project area is surrounded by a mix of industrial, commercial, agricultural, and residential land uses. Numerous residences are located throughout the project limits, including within the city of Alturas. These residences may be exposed to elevated noise levels during roadway construction operations.

a) Would the project result in 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?

Less than Significant Impact. The project would not involve the introduction of permanent noise-producing activities. According to the Noise Study (Caltrans 2023e), temporary noise impacts would occur from the use of mobile construction equipment and vehicles during construction. Construction vehicles and equipment could include excavators, compressors, generators, haul trucks, pavers, and material loaders. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Project construction would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project, nor would it substantially impact sensitive receptors (residential homes, local businesses, schools, childcare facilities, and clinics). Although the proposed project would result in elevated noise

levels during construction activities, such noise levels would not be in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

No Impact. Once built, the project would not be a source of permanent groundborne vibrations. Although groundborne vibrations may occur during construction, they would be temporary in duration and minimal in magnitude and would not be considered excessive. Thus, there would be no impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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?

Less than Significant Impact. The project is located within two miles of the Alturas Municipal Airport (the airport is approximately 0.5 mile west of the project area). However, noise generated by airport operations would not expose people residing in or working in the project area to excessive noise levels; therefore, there would be no impact. Although construction activities may periodically generate noise and vibration levels that exceed established standards, implementation of measures to control noise and vibration during construction would ensure that any impacts would be minimal.

Given the determinations above, the project would have a *less than significant* impact related to noise impacts.

2.14 Population and Housing

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				✓
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Community Impact Memo* dated June 7, 2023 (Caltrans 2023l). Impacts to Population and Housing are not anticipated because the project proposes to repair pavement, guardrails, drainages, and curbs/valley gutters. None of the items being repaired would displace any existing housing or people and would not necessitate the construction of replacement housing elsewhere.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	

Regulatory Setting

The primary law governing public services is CEQA.

Affected Environment

U.S. 395 within the project area is a public highway utilized by various public transportation service providers. Modoc Transportation Agency (MTA) is Modoc County's public transportation service provider. No passenger rail is offered or planned in the project area. Alturas Municipal Airport offers general aviation services to the public. Other transportation service providers that operate within the project area include school districts that provide buses to transport students to and from schools. Emergency service providers that operate within the project area include CAL FIRE, Alturas Fire Department, California Highway

Patrol, Modoc County Sheriff Department, Alturas Police Department and ambulances that transport patients to local hospitals. These emergency service providers are vital to the safety of local communities and residents living in unincorporated areas; their effectiveness is often measured in the time required to respond to an emergency.

Environmental Consequences

Construction Impacts

The project work scope includes the use of one-way reversing traffic control when partial closure of the roadway is required during construction. When partial closure of the roadway is required and one-way reversing traffic control is utilized, travel time through the project area is expected to be delayed by only a few minutes. However, emergency service providers would not be subject to traffic controls and any potential delays would have negligible impact on response time. Compliance with the following Caltrans Standard Measures and Best Management Practices (Section 1.6) would ensure that any impacts on emergency services would be minimal:

- **[UE-1]** All emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. 395 and SR 299 throughout the construction period.
- **[UE-2]** Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.
- **[UE-3]** The project is located within the *Moderate* CAL FIRE Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Cumulative Impacts

The project's impact on public services would be minimal due to the proposed scope of work of paving existing roadways and replacing culverts. When these impacts are considered along with impacts on public services resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on public services would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

No additional measures beyond design features and Caltrans Standard Measures and Best Management Practices are warranted.

Discussion of CEQA Environmental Checklist Question 2.15—Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities.

Less than Significant Impact. The project would not provide new governmental facilities or affect demand for governmental facilities or public services. Implementation of public outreach efforts prior to construction would ensure the project would have a less than significant impact on response time for emergency services (e.g., police, fire, and ambulance) and travel time for public transportation services (e.g., Sage Stage and school buses). Project implementation primarily comprises pavement rehabilitation, guardrail replacement, and drainage improvements. These activities would not result in the need for new or physically altered facilities, including fire or police protection services, schools, parks, or other public facilities.

Given the determinations above, the project would have a *less than significant impact* on public services.

2.16 Recreation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
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" determinations in this section are based on the scope, description, and location of the proposed project. The project proposes to acquire land from a Section 4(f) recreational property owned by Modoc County. The project would not increase the use of existing neighborhood and regional parks or other recreational facilities. There are public recreational facilities adjacent to the project site, and the project would not include any new recreational development. This pavement rehabilitation project is not expected to impact recreational facilities, including parks.

Discussion of CEQA Environmental Checklist Question 2.16—Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The project is does not increase capacity of the roadway and thus would not increase the use of existing recreational facilities near the project area.

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 scope does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. The project would require approximately 400 square feet of permanent right of way acquisition on a Section 4(f) property for purposes of constructing ADA-compliant curb ramps. However, the land acquisition is minor and has no impact on the activities, features and attributes of the Section 4(f) recreational property. Consultation with the County of Modoc is ongoing and will continue throughout the project. Therefore, there would be no impact to recreational facilities.

Given the determinations above, the project would have *no impact* on recreation.

2.17 Transportation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✓
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				✓
Would the project: c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
Would the project: d) Result in inadequate emergency access?			✓	

Regulatory Setting

The primary laws and regulations governing transportation and traffic are CEQA, 23 CFR 652, 49 CFR 27, 29 USC 794, and the Americans with Disabilities Act (42 USC § 12101).

Affected Environment

The project area consists of SR 299 from Spruce Street to U.S. 395 and on U.S. 395 from approximately 0.9 mile north of South Fork Pit River Bridge to approximately 0.4 mile south of Joseph Creek Road. U.S. 395 and SR 299 are public highways on the State Highway System and are maintained by the California Department of Transportation. U.S. 395 spans approximately 557 miles in California and runs through seven counties, including Modoc County (California Highways 2023). In Modoc County, it runs generally north and south and, within the project limits, passes through the Modoc National Wildlife Refuge and the city of Alturas where it serves as the main route through the downtown corridor (Main Street).

U.S. 395 then continues north through the XL Rancheria before continuing outside of the project limits. SR 299 represents only a small portion of highway within the project area; it runs east to west through Modoc County and intersects U.S. 395 in Alturas. Both U.S. 395 and SR 299 are important highways used by local and interregional traffic.

Within the project area, U.S. 395 consists of a two lane roadway with a 12-foot-wide paved lane and 0 to 8-foot-wide paved shoulder in each direction of travel. U.S. 395 through Alturas is a multi-lane roadway with two lanes in each direction south of SR 299 and then reverts to the two-lane conventional highway after SR 299. Speed limits vary on U.S. 395 with the posted speed south of Alturas being 55 miles per hour (mph), in Alturas varying from 25 mph to 55 mph, and north of Alturas being 65 mph. In 2018, U.S. 395 had an AADT of 1,650 vehicles (Caltrans 2021c–*Project Initiation Report*).

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks (called STAA trucks) to operate on the Interstate and certain primary routes. The STAA trucks are longer than California legal trucks and have a larger turning radius than most local roads can accommodate. The section of U.S. 395 within the project area is designated a Terminal Access Route for STAA trucks. SR 299 and U.S. 395 converge in Alturas and are coterminous (cover the same area) for five miles north of Alturas, with that section identified as U.S. 395. This section of U.S. 395 that is coterminous with SR 299 within the city of Alturas is called 12th Street (Caltrans 2017–U.S. Route 395 Transportation Concept Report). The downtown section of U.S. 395 has a sidewalk that is utilized by pedestrians for walking and biking.

A small portion of the project (0.23 of a mile) is located on SR 299 within the city of Alturas. SR 299 is also a principal arterial, part of the NHS, the IRRS, and a Terminal Access Route. SR 299 consists of two 12-foot-wide paved lanes, complete with curb, gutter and sidewalks throughout, with approximately 60 foot pavement widths. Paved shoulder widths vary on this portion of SR 299 in each direction of travel. This portion of SR 299 has a posted speed limit of 35 miles per hour.

Between January 1, 2015, and December 31, 2019, 1 reported vehicle accident concentration was noted on U.S. 395 in the project area, although no fatal accidents were reported during this time. This area on U.S. 395 is near the southbound entrance to the Alturas Inspection Station. Within the project area, SR 299 had no reported accidents during this time frame.

The project is consistent with state, regional, and local transportation plans and programs. Operational improvements to enhance safety for motorized travel on U.S. 395 and SR 299 are consistent with transportation goals in the Circulation Element in the *1979 City of Alturas General Plan* and is consistent with the *2019 [County of] Modoc Regional Transportation Plan*.

There are two public transportation service providers that operate within the project area:

- Sage Stage, which provides two types of public transit: intercity/commuter (fixed-route with deviation) and a local demand response service which is referred to as Dial-A-Ride (Modoc County 2019), and
- the Modoc Unified School District, which provides buses to transport students to and from schools.

Environmental Consequences

Construction Impacts

Construction of the project would not increase capacity of the SHS or induce an increase in VMT. Therefore, an induced travel analysis for VMT is not required under CEQA. Once built, the project would result in no adverse operational impacts on the traveling public. Installation of two RRFBs pedestrian crossings, one at Modoc High School and the other at Niles Theater, would result in enhanced traffic safety in the downtown Alturas area (this is a beneficial impact). The project would perpetuate existing pedestrian access and a Class III bike route with minor delays for bikers during construction anticipated. The project work scope includes the use of one-way reversing traffic control with speed reduction when partial closure of the roadway is required during construction. When partial closure of the roadway is required and one-way reversing traffic control is utilized, travel time through the project area is expected to be delayed by a few minutes for all modes of travel. As such, impacts to the traveling public (e.g., motorists, school buses transporting students to schools, STAA trucks, bicyclists, and pedestrians) would not be substantial.

A *Transportation Management Plan* was prepared for the project during the design phase (Caltrans 2023j and an updated Transportation Management Plan (TMP) would be prepared for the contractor at the time of construction. Compliance with the following Caltrans Standard Measures (Section 1.6) and Best Management Practices would ensure that any impacts on transportation would be minimal: TT-1, TT-2 and TT-3.

The following measures would be implemented as required in the TMP:

Public Outreach

Prior to construction, the following public outreach efforts would be made:

- Inform the public about the project.
- Notify adjacent property owners about the project.
- Notify the Modoc Unified School District about the project.
- Implement a public information campaign (e.g., news releases and worker safety media campaign).

Traffic Control

- Construction will be conducted under Staged Construction Plans and Revised Standard Plan T13 and T13B lane closure (reversing, one-way traffic control) with the Revised Standard Plan T22 for speed reduction. Most operations can be conducted during typical 12-hour work shifts. Twenty-four-hour traffic control is required if traffic is on an unpaved surface or when shown on stage construction sheets. Based on traffic volumes, lane closures with less than one lane for each direction of traffic would normally be allowed only during nighttime hours, but because of the nature of the work and limited space available, 24-hour reversing may be necessary, if management approves.

Trucks

- U.S. 395 and SR 299 are designated as Terminal Access routes for STAA trucks. It has not yet been determined if traffic control for this project will alter the requirement for STAA truck routes; therefore, truck impacts are not known as of the writing of this report. Annual permits are issued for trucks 8.5 feet to 12 feet in width. Occasionally, under special approval, single trip permits are issued for trucks over 12 feet in width. This project does include the use of Type K temporary railing and a 16-foot horizontal clearance must be provided to traffic at all locations.

Bicyclists and Pedestrians

- Bicycles and pedestrians are allowed within the project limits. During operations, bicyclists may travel past the work zone using the open lane (the same as vehicle traffic). When pedestrians are present, they may need to be transported through the work zone.

Lane Closures

- Lane closures on two-lane conventional highways are not allowed during times when the traffic volumes are high enough to create queues too large to clear in a standard traffic control cycle, which would eliminate the use of 24-hour reversing lane closures during daytime hours. Lane closure charts will be provided. Mitigation measures, such as incentive/disincentive for work requiring 24-hour reversing lane closures and the use of end of queue monitoring and warning, will be considered.

Portable Changeable Message Signs (PCMS)

- PCMS are typically used for safety reasons on roadways where high approach speeds are present, sight distance is limited, night work is anticipated, or there is a history of work zone accidents related to high approach speeds. PCMS may be needed for speed reduction.

The measures listed above are subject to modification as Caltrans will prepare an updated Transportation Management Plan at the time of construction.

Cumulative Impacts

The project's impact on traffic and transportation would be minimal due to the limited nature of the proposed work, and when these impacts are considered along with impacts on traffic and transportation/pedestrian and bicycle facilities resulting from other Caltrans projects on U.S. 395 and SR 299 in Modoc County constructed in the past 20 years, or that are reasonably foreseeable, they would not contribute to an adverse cumulative impact. Therefore, the project's impact on transportation would be individually limited but not cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

No additional measures beyond design features and Caltrans' Standard Measures and Best Management Practices are warranted.

Discussion of CEQA Environmental Checklist Question 2.17— Transportation and Traffic

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

No Impact. The project would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project work scope includes the use of detours and one-way reversing traffic controls when partial closure of the roadway is required during construction. When partial closure of the roadway is required and one-way reversing traffic control is utilized, travel time through the project area is expected to be delayed by only a few minutes.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

No Impact. The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) due to the project not increasing capacity of the roadway.

c) Would the project 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 due to the limited scope of the project. The project proposes minor pavement rehabilitation and would not involve any novel geometric design features that would substantially increase hazards or incompatible uses.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. Once built, the project would not result in inadequate emergency access. Implementation of public outreach efforts prior to construction would ensure that construction of the project would have a less than significant impact on response time for emergency services.

Given the determinations above, the project would have a *less than significant impact* on transportation.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or 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 § 5020.1(k), or				✓
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Archaeological Survey Report dated July 2023 (Caltrans 2023a). With implementation of Caltrans Standard Measures and Best Management Practices, potential impacts to tribal cultural resources are not anticipated.

Discussion of CEQA Environmental Checklist Question 2.18—Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code § 21074 as either a site, feature, place, or 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 § 5020.1(k).

No Impact. The cultural resources study included literature and records review of the project area; visits to and/or contacts with a number of repositories, agencies, organizations, and Native American representatives; and an archaeological field survey of the project area. The purpose of these efforts was to identify and evaluate any cultural resources that may exist within the project area and to assess any effects that the project might have related to the cultural resources (e.g., historical resources, prehistoric archaeological resources, historical archaeological resources, built environment resources, and traditional cultural properties).

The cultural resources study determined the project is located within the ancestral territory of the Pit River Tribe. Review of the Native American Heritage Commission's Sacred Lands File found that sacred lands are present within the project area and the NAHC provided a list of tribal representatives to contact including Pit River Tribe, Alturas Rancheria of Pit River Indians, Cedarville Rancheria of Northern Paiute Indians, and the Fort Bidwell Indian Community of Paiute (NAHC letter dated 08/30/2022). The project area from U.S. 395 (MOD-395) PMs R17.50 to 34.00 travels through the Tribal Trust Lands of the Pit River Tribe's XL Rancheria. This corresponds with the territory for the Kosale'kawi and Hewise'dawi bands of the Pit River Tribe. Caltrans has consulted with applicable California Native American tribes; only the Pit River Tribe accepted the invitation to consult and provided notification of the presence or potential presence of tribal cultural resources, defined in Public Resource Code Section 2107, within the project area.

The Pit River Tribal Historic Preservation Officer (THPO) and band representatives accompanied the project archaeologist during field survey efforts and helped delineate Environmentally Sensitive Area (ESA) boundaries within the XL Rancheria boundaries. Furthermore, in accordance with 36 CFR § 800.5(3), the THPO was sent the drafted cultural reports for this project on July 28, 2023, and were provided 45 days to review and comment

on the drafted reports. The THPO responded and expressed concerns from the Kosale'kawi and Hewise'dawi band representatives who requested “Cultural Specialists/Monitors during the total construction of the project to protect cultural/historical resources that may be associated within the project area or adjacent to its boundary”. The project archaeologist confirmed that these requests and concerns have been noted in the project records and Environmental Commitments Record. Consultation with California Native American Tribes is ongoing and will continue through project completion. With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.6), there would be a less than significant impact to any potential tribal cultural resources of value to California Native American tribes.

b) Determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. With implementation of Caltrans Standard Measures (Section 1.6) and Best Management Practices, no significant impacts are anticipated to any resources of a California Native American tribe.

Given the determinations above, the project would have a *no impact* on tribal cultural resources.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
Would the project: 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?				✓
Would the project: 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?				✓
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project.

Discussion of CEQA Environmental Checklist Question 2.19—Utilities and Service Systems

a) Would the project 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?

No impact. The earthwork associated with utilities work has the potential to degrade water quality and the aquatic environment and may require that utilities be turned off for short periods. However, it is not anticipated that major utilities work would be required. If unforeseen utilities conflicts occur, measures to protect water quality and the aquatic environment would be implemented during construction to ensure that any environmental impacts would be less than significant. The current scope of work allows for work to occur without the need to disturb existing utilities. Therefore, the project would have no impact on utilities and service systems.

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

c) Would the project 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. As this is a pavement and culvert rehabilitation project, once built, the project would not require a water supply or a wastewater treatment provider to service the project. Water potentially needed for dust control during construction would have no impact on local water supply.

d) Would the project 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) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Once built, the project would not be a source of waste material. The project would not generate excess soil. The project would not generate solid waste material upon

completion. It is anticipated that no disposal sites will be required for the project. Construction of the project would generate approximately 3,000 cubic yards of asphalt grindings, which would become property of the contractor. Asphalt grindings may be reused onsite (excluding a minimal amount of grindings associated with yellow and white road striping, which would be disposed of in accordance with Caltrans Standard Specification 36-4). Construction of the project would not disrupt solid waste collection services in the local area. Therefore, 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. As such, the project would comply with federal, state, and local statutes and regulations related to solid waste.

Given the determinations above, the project would have a *no impact* on utilities and service systems.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) 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?				✓
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?				✓
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 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" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to wildfire are not anticipated because the scope of work in the project does not exacerbate wildfire risk. Rehabilitation of the existing roadway would reduce wildfire risks by maintaining a safe and fully functional roadway for emergency personnel.

Discussion of CEQA Environmental Checklist Question 2.20—Wildfire

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. As part of the proposed project, the contractor would prepare an Emergency Evacuation Plan (EEP) for work activities that restrict passage through the work zone. The EEP would outline protocol for ensuring safe evacuation of local residents and the traveling public in the event of a fire or other natural disaster. The project would not substantially impair an adopted emergency response or evacuation plan; thus, impacts would be less than significant. According to CAL FIRE's Fire Hazard Severity Zone mapping tool (CAL FIRE, 2023), the project site primarily comprises Local and State Responsibility Areas. The State Responsibility Area's Hazard Severity Zone designation is considered "moderate".

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. Various locations throughout the project are located within Local Responsibility Areas, State Responsibility Areas and Federal Responsibility Areas. Portions of the Alturas CAPM project have a "*Moderate*" or "*High*" Fire Hazard Severity Rating (CAL FIRE 2023). These areas were most recently burned by the 4-3 Fire in 2021. The project does not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Rather, the project maintains the roadway for use as an escape route during wildfire emergencies and provides fire vehicles a means of accessing/suppressing wildfires.

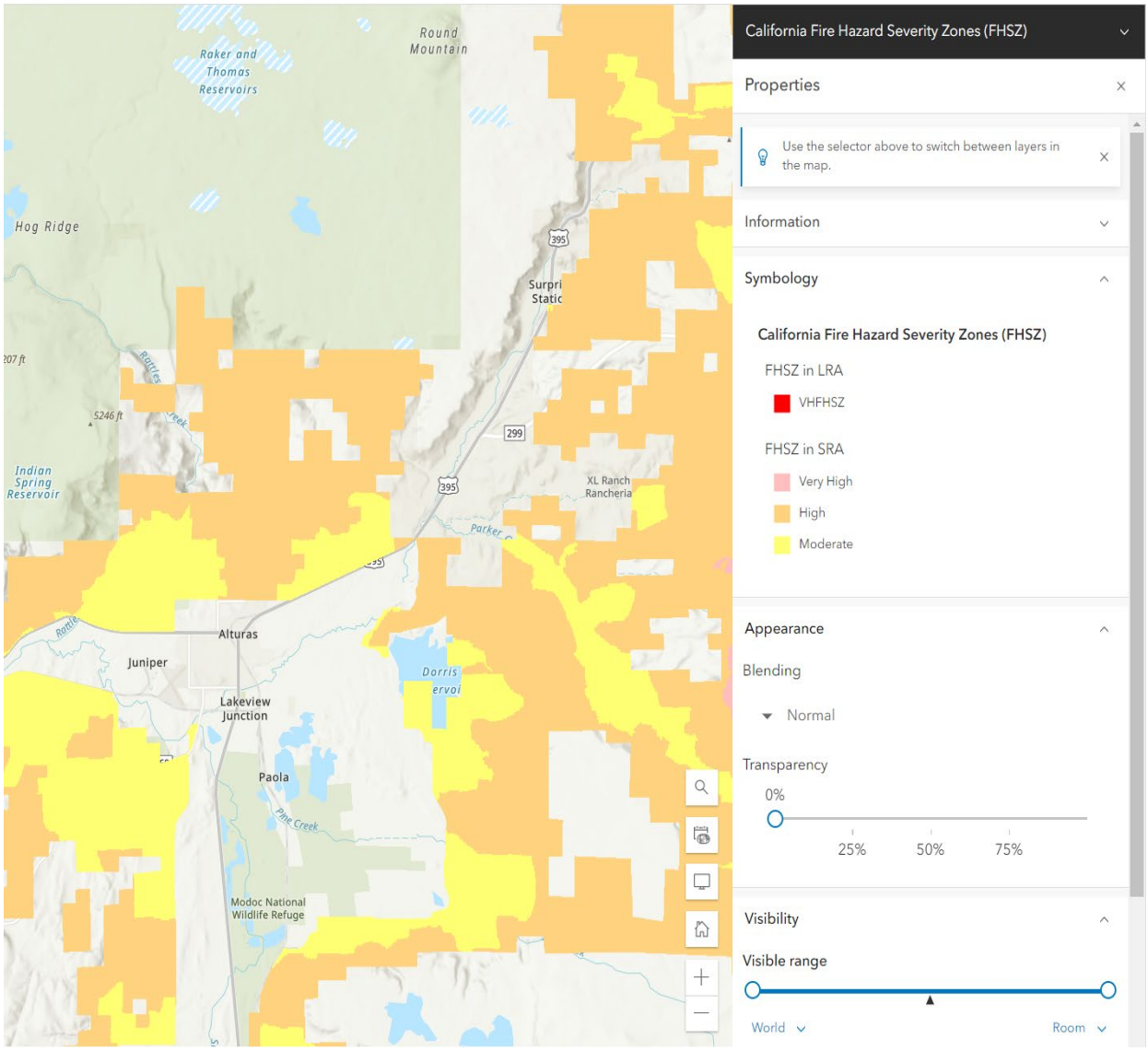

Figure 7. Fire Hazard Severity Zone Map of Project Area

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 may result in temporary or ongoing impacts to the environment?

No Impact. Project activities primarily comprise pavement rehabilitation and culvert/drainage system replacement. The project does not include fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk or 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. As discussed in Section 2.7 (Geology and Soils) under Question a)(iv), no mapped slide areas occur within the project area. Although some sections of SR 299 and SR 395 are in a designated flood hazard area, the project does not include any components that would increase flood risks. Therefore, there is minimal risk for downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Given the determinations above, the project would have *no impact* on wildfire.

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?			✓	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			✓	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Discussion of CEQA Environmental Checklist Question 2.21—Mandatory Findings of Significance

The California Environmental Quality Act of 1970 (CEQA) requires preparation of an Environmental Impact Report (EIR) when certain specific impacts may result from construction or implementation of a project. Project analyses indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

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. As this is a pavement and culvert rehabilitation project and there would be minimal effect on the quality of the environment, construction of the project would not 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. Compliance with Caltrans Standard Measures and Best Management Practices and implementation of other avoidance/minimization measures would ensure that any environmental impacts do not reach levels that are potentially significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means 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.)

Less than Significant Impact. As proposed, the project would not contribute to any potential cumulatively considerable impacts to waters. Project-related impacts to other resources referenced in this document would have a negligible contribution to any potential cumulatively considerable impacts.

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

Less than Significant Impact. Construction of the project would result in minimal impacts to various resources (e.g., aesthetics, agriculture and forest resources, air quality, energy, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, public services, transportation, and utilities and service systems) in the human environment. Compliance with Caltrans Standard Measures and Best Management Practices would ensure that any impacts on human beings would be less than significant.

Given the determinations above, the project would have a *less than significant impact* related to mandatory findings of significance.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact 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 (CEQA § 15355).

Cumulative impacts to resources 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.

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." As documented in this Initial Study, all impacts to resources were found to have a "less than significant" or "no impact" determination. Given this, an EIR and CIA were not required for this project.

Chapter 3. Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including PDT meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The following agencies, organizations, and individuals were consulted in the preparation of this environmental document.

Coordination with Resource Agencies

Caltrans has consulted with applicable California Native American tribes within the project area. One of the tribes consulted (Pit River) provided notification of the presence or potential presence of tribal cultural resources (as defined in Public Resource Code Section 2107) within the project area. Pit River representatives discussed and proposed construction measures in the field to protect and avoid potential tribal cultural resources. Consultation with California Native American tribes is ongoing and will continue through project completion.

Coordination with Property Owners

Caltrans has consulted with Modoc County officials as well as City of Alturas officials pertaining to the scope of the project.

Circulation

This document will be circulated to the public for a 30-day review period from December 21, 2023 until January 21, 2024. This document, and the related technical studies, are available for review at the Caltrans District Office in Redding, California, and the Modoc County Library at 212 W. 3rd Street in Alturas. This document may also be downloaded at the State Clearinghouse website https://ceqanet.opr.ca.gov/ and at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs

Chapter 4. List of Preparers

This Initial Study was prepared by the California Department of Transportation, North Region Environmental–District 2, with input from the following staff:

Oscar Rodriguez, Water Quality Specialist
Contribution: Water Quality Assessment Report

Linda Jones, Transportation Engineer
Contribution: Traffic Management Plan Data Sheet

Mark Melani, Environmental Scientist (Hazardous Waste Specialist)
Contribution: Initial Site Assessment

Alyssa Herring, Environmental Scientist (Project Biologist)
Contribution: Natural Environment Study

Michael Crook, Environmental Scientist (Project Coordinator)
Contribution: Document writer

Aaron Bali, Transportation Engineer
Contribution: Air Quality/Traffic Noise/Greenhouse Gas Analysis and Energy Analysis

Russell Flood, Engineer
Contribution: Project Design and Floodplain Evaluation Report Summary

Will Leslie, Transportation Engineering Tech
Contribution: Project Design

Javed Iqbal, Project Manager
Contribution: Project Management

Julie McFall, Senior Environmental Scientist
Contribution: Document Oversight

Daniel Martinez, Landscape Associate
Contribution: Visual Impact Assessment Report

Wesley Stroud, Environmental Office Chief
Contribution: Document Oversight

Robyn Kramer, Ph.D., Archaeologist
Contribution: Archaeological Survey Report and Historic Properties Survey Report

Chapter 5. Distribution List

Federal and State Agencies

California Department of Fish and Wildlife
601 Locust Street
Redding, CA 96001

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive #200
Rancho Cordova, CA 95670

California State Clearinghouse
PO Box 3044
Sacramento CA 95812

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Alturas, CA 96101

Stephanie Wellemeyer, County Clerk
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Alturas, CA 96101

Modoc County Library
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Alturas, CA 96101

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Interested Groups, Organizations, Tribes and Individuals

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Chapter 6. References

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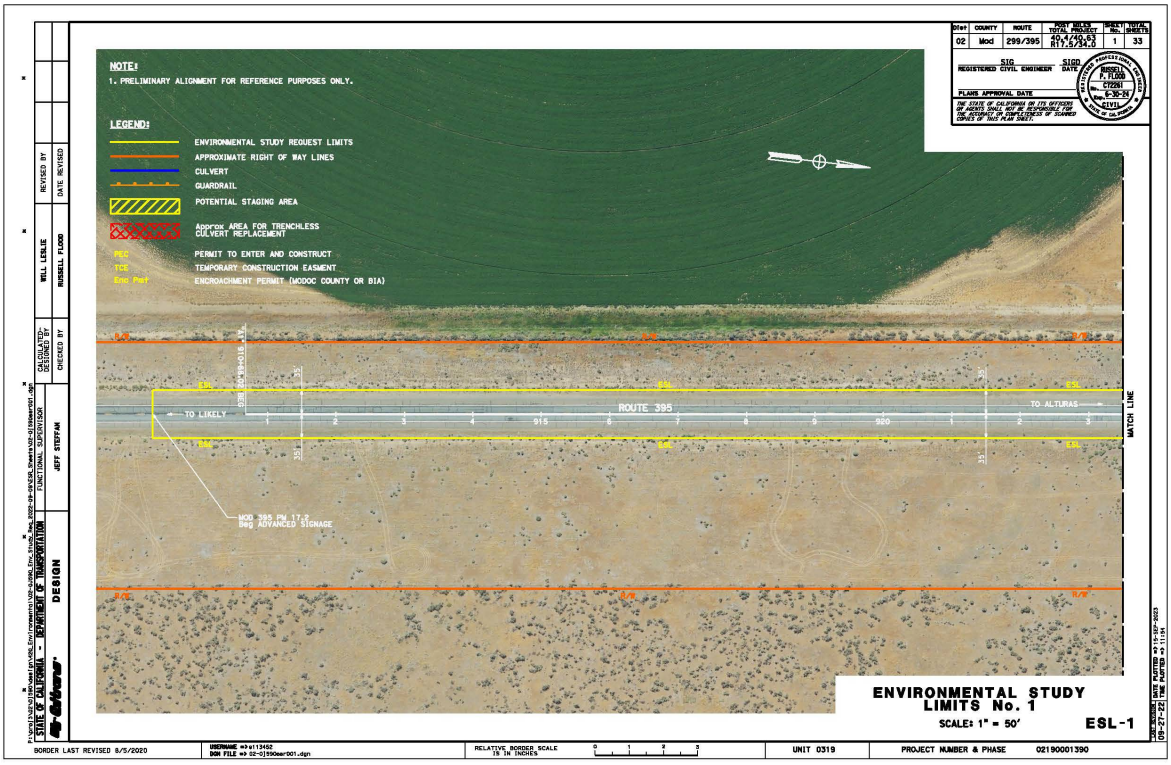
Appendix A. Project Layouts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1. PRELIMINARY ALIGNMENT FOR REFERENCE PURPOSES ONLY.
LEGEND:
ENVIRONMENTAL STUDY REQUEST LIMITS
APPROXIMATE RIGHT OF WAY LINES
CULVERT
GUARDRAIL
POTENTIAL STAGING AREA
Approx AREA FOR TRENCHLESS CULVERT REPLACEMENT
PEC PERMIT TO ENTER AND CONSTRUCT
TCE TEMPORARY CONSTRUCTION EASEMENT
Encr Perf ENCROACHMENT PERMIT (MODOC COUNTY OR BIA)
ROUTE 395
TO LIKELY
TO ALTURAS
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MOD 395 PM 17.2
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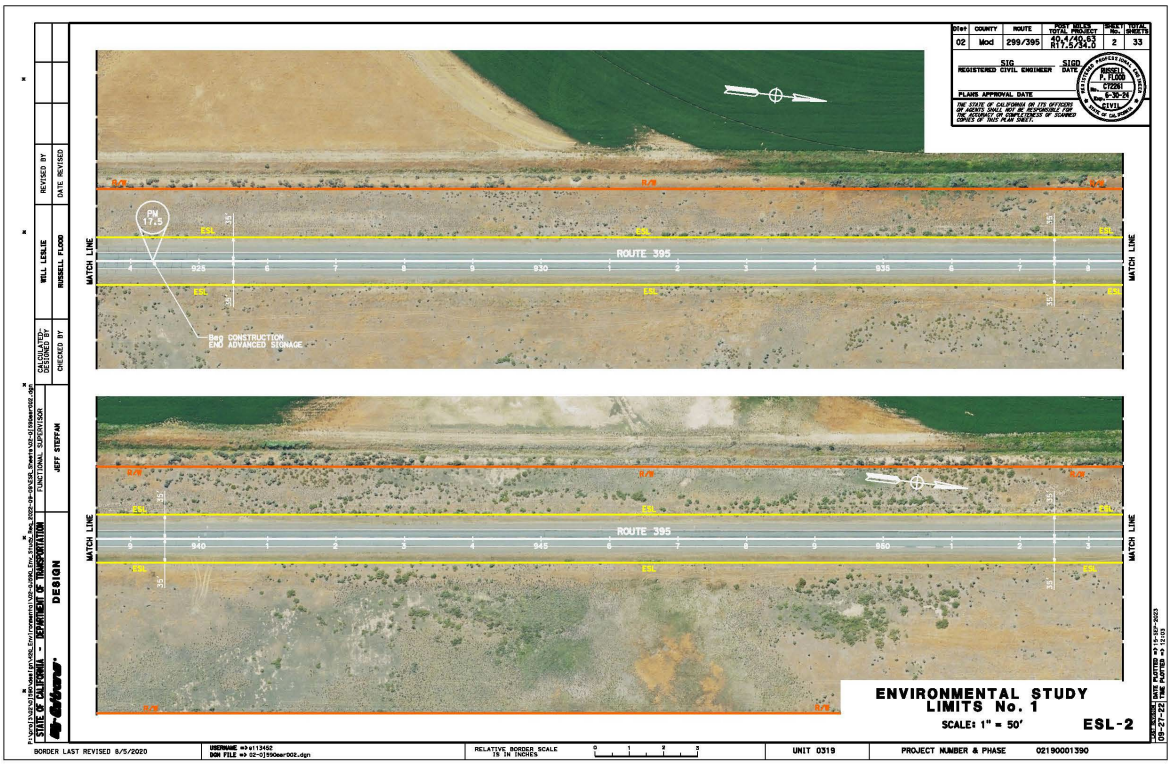
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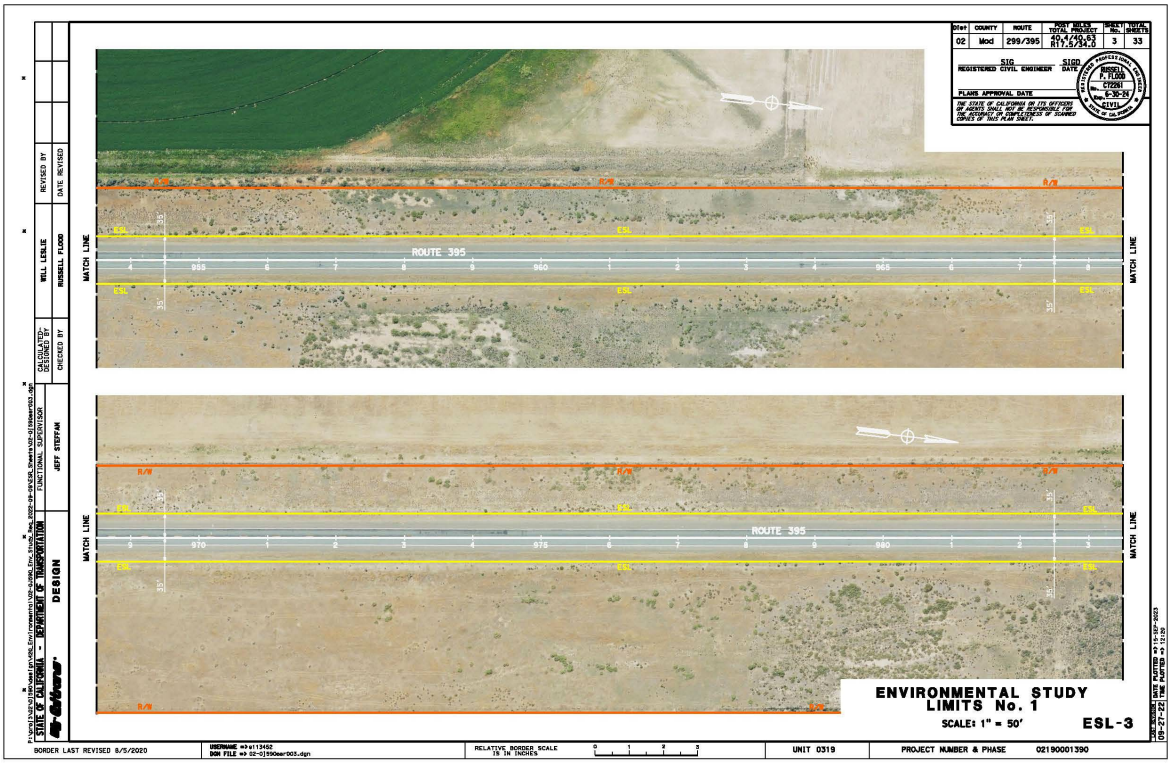
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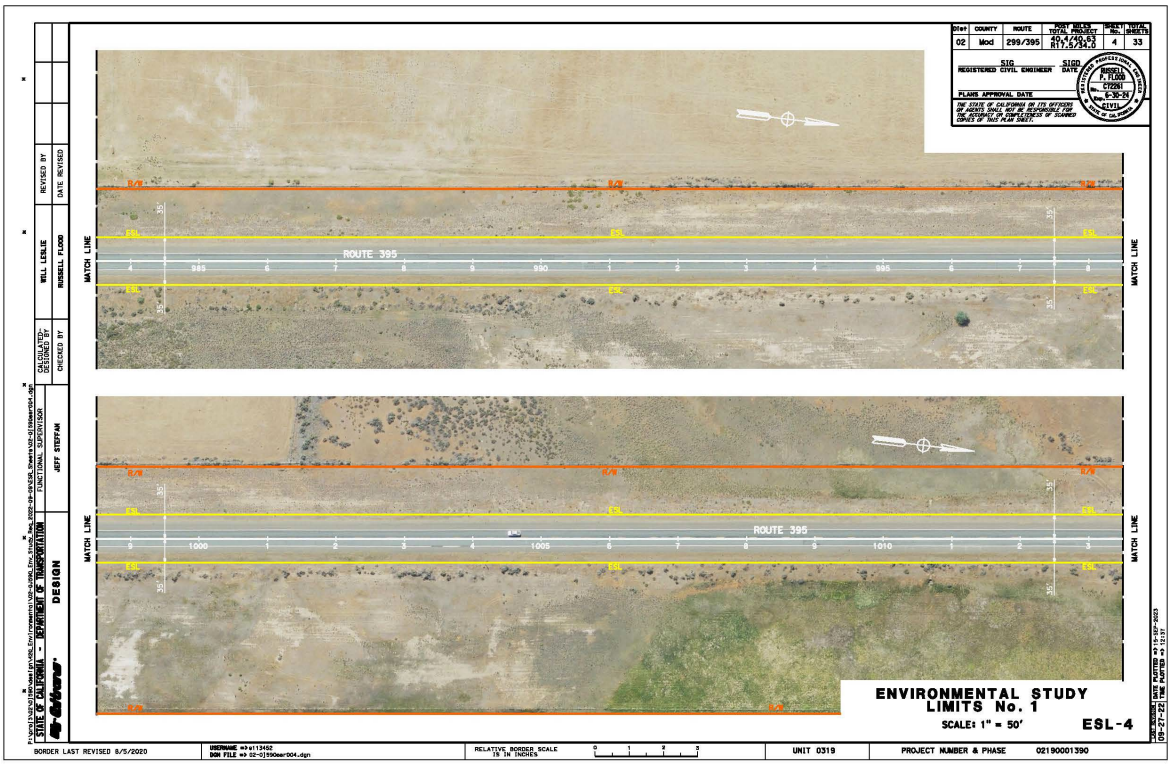
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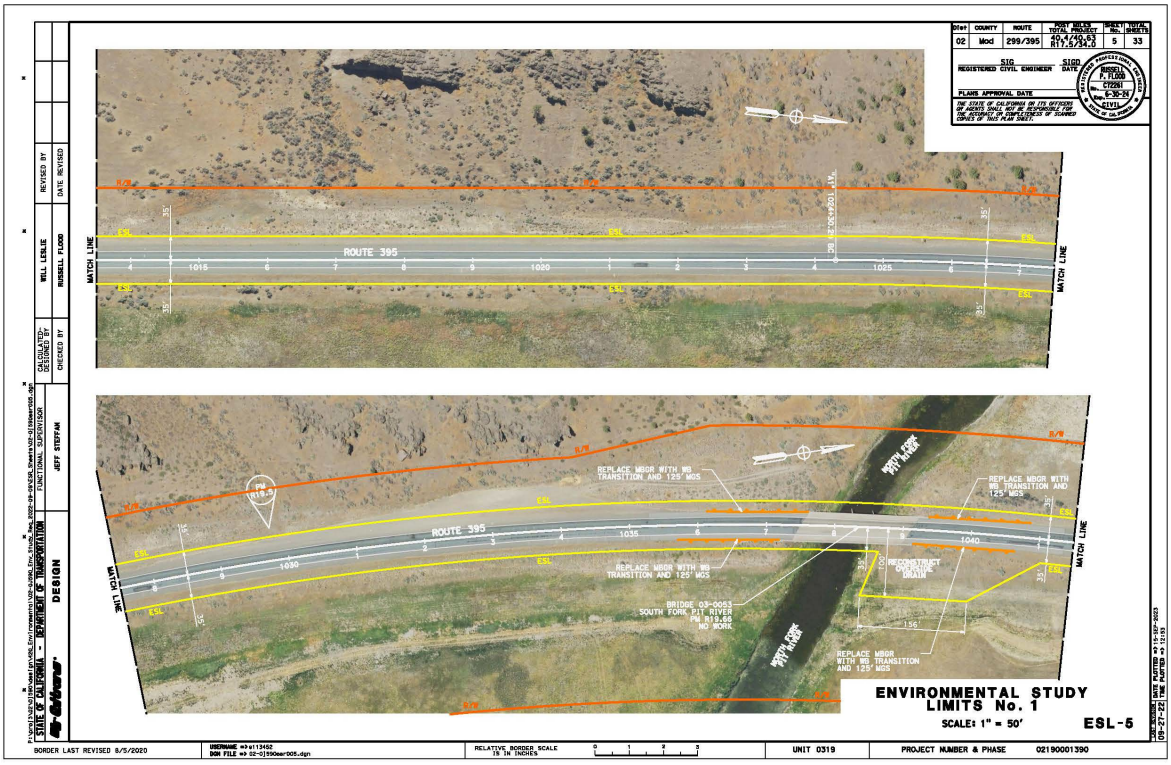
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NORTH FORK
RECONSTRUCT DRAINAGE DITCH
BRIDGE 03-0053
SOUTH FORK PIT RIVER
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NO WORK
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SCALE: 1" = 50'
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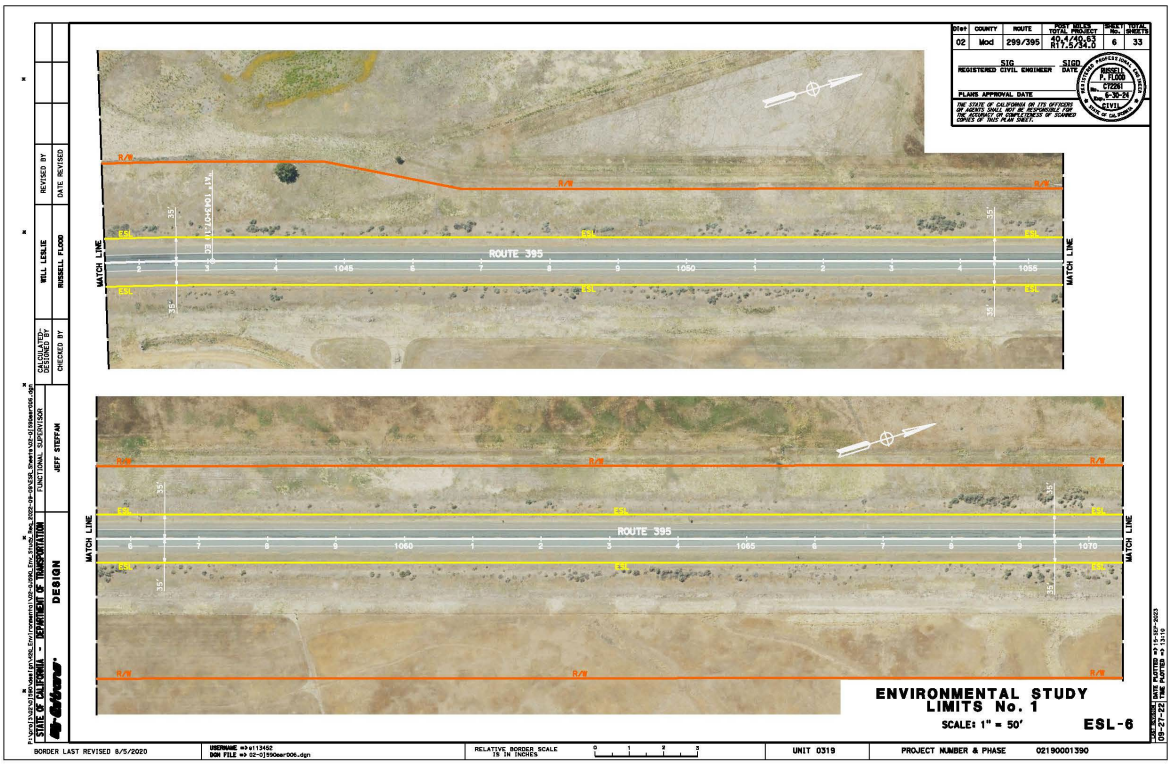
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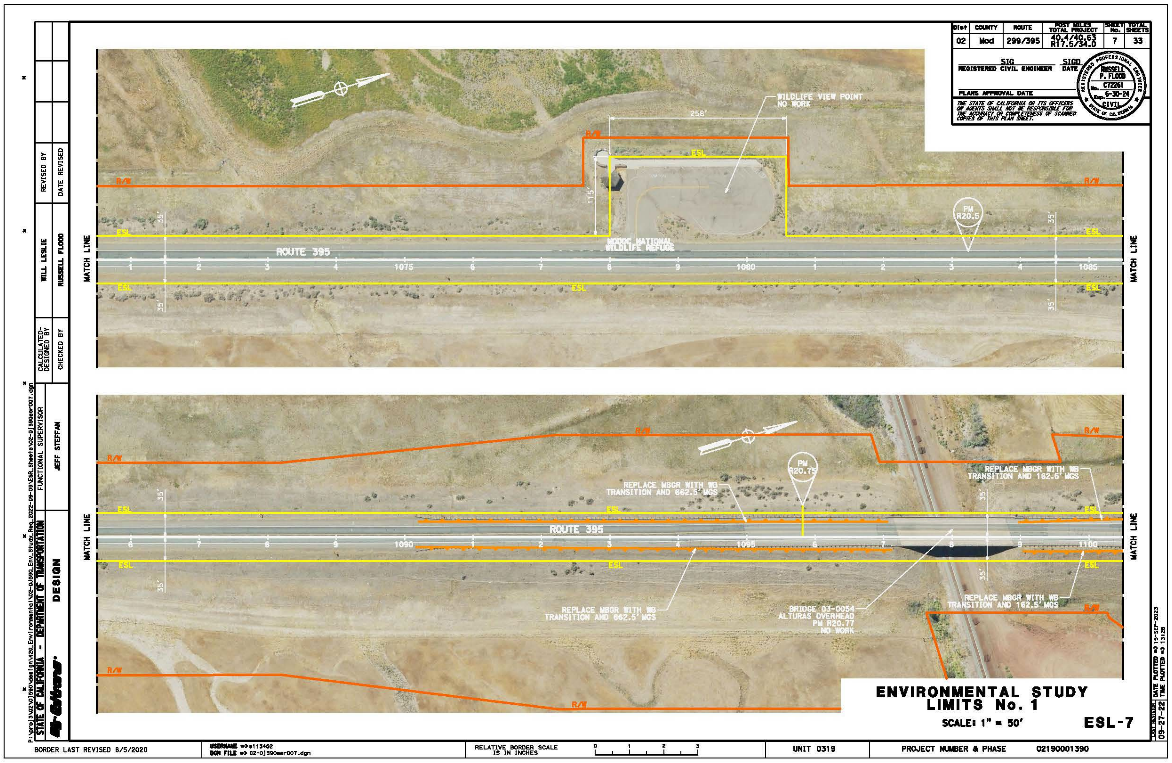

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WILDLIFE VIEW POINT NO WORK
MODOC NATIONAL WILDLIFE REFUGE
REPLACE MBGR WITH WB TRANSITION AND 662.5' MGS
REPLACE MBGR WITH WB TRANSITION AND 162.5' MGS
BRIDGE 03-0054 ALTURAS OVERHEAD PM R20.77 NO WORK
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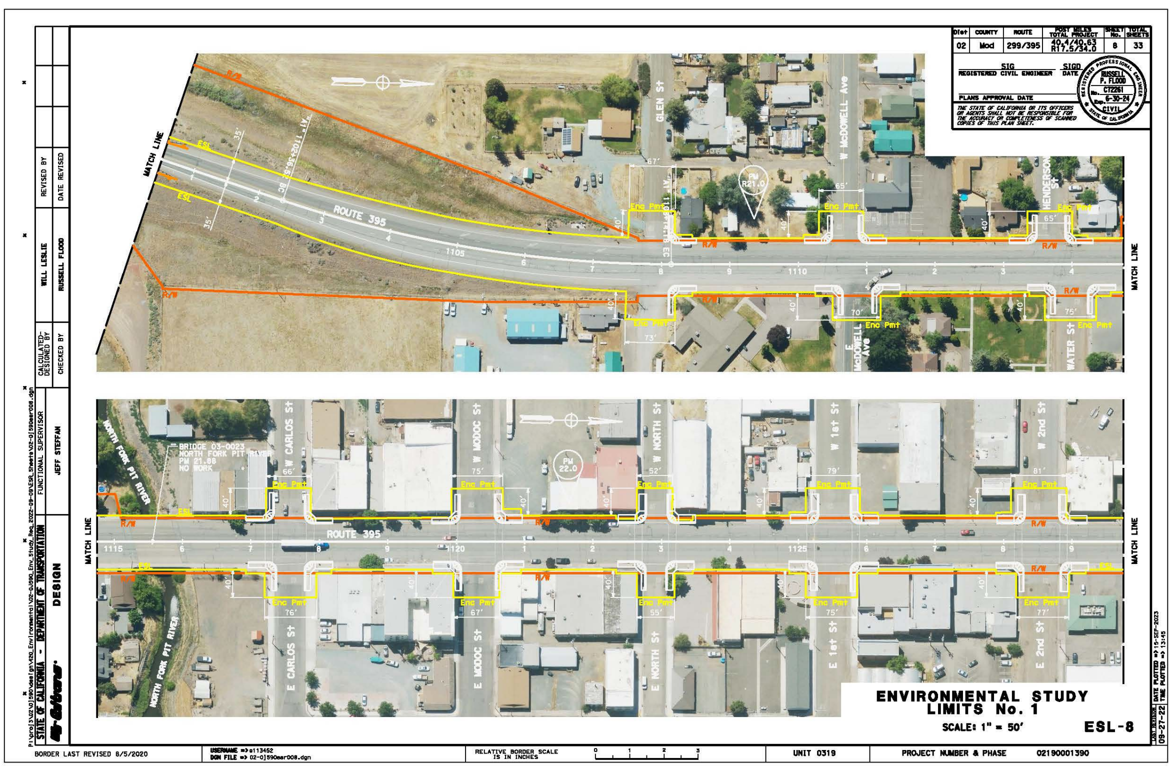
WILL LESLIE
RUSSELL FLOOD
JEFF STEFFAN
BORDER LAST REVISED 8/5/2020
UNIT 0319
PROJECT NUMBER & PHASE 02190001390



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ESL-8
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MATCH LINE
BRIDGE 03-0023 NORTH FORK PIT RIVER PM 21.88 NO WORK
NORTH FORK PIT RIVER
E CARLOS St
E MODOC St
E NORTH St
E 1st St
E 2nd St
W MODOC St
W NORTH St
W 1st St
W 2nd St
DESIGN
WILL LESLIE
RUSSELL FLOOD
JEFF STEFFAN
BORDER LAST REVISED 8/5/2020
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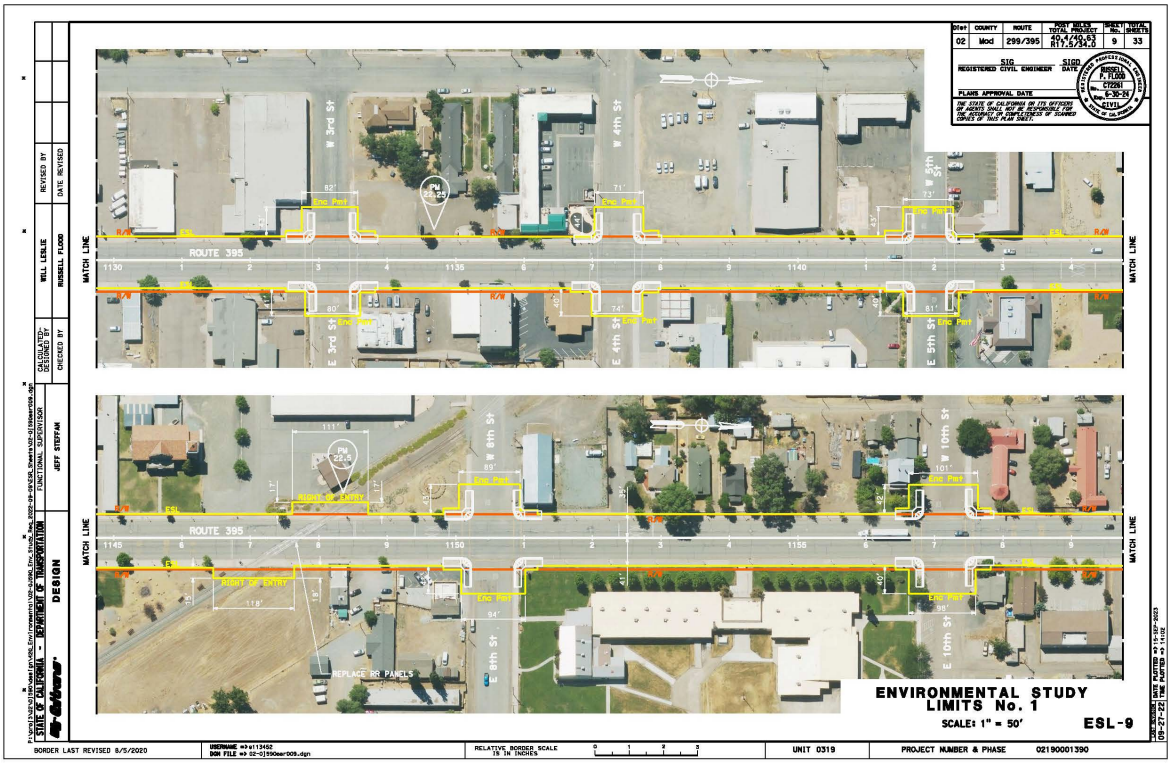
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W 4th St
W 5th St
E 3rd St
E 4th St
E 5th St
W 8th St
W 10th St
E 8th St
E 10th St
MATCH LINE
REPLACE RR PANELS
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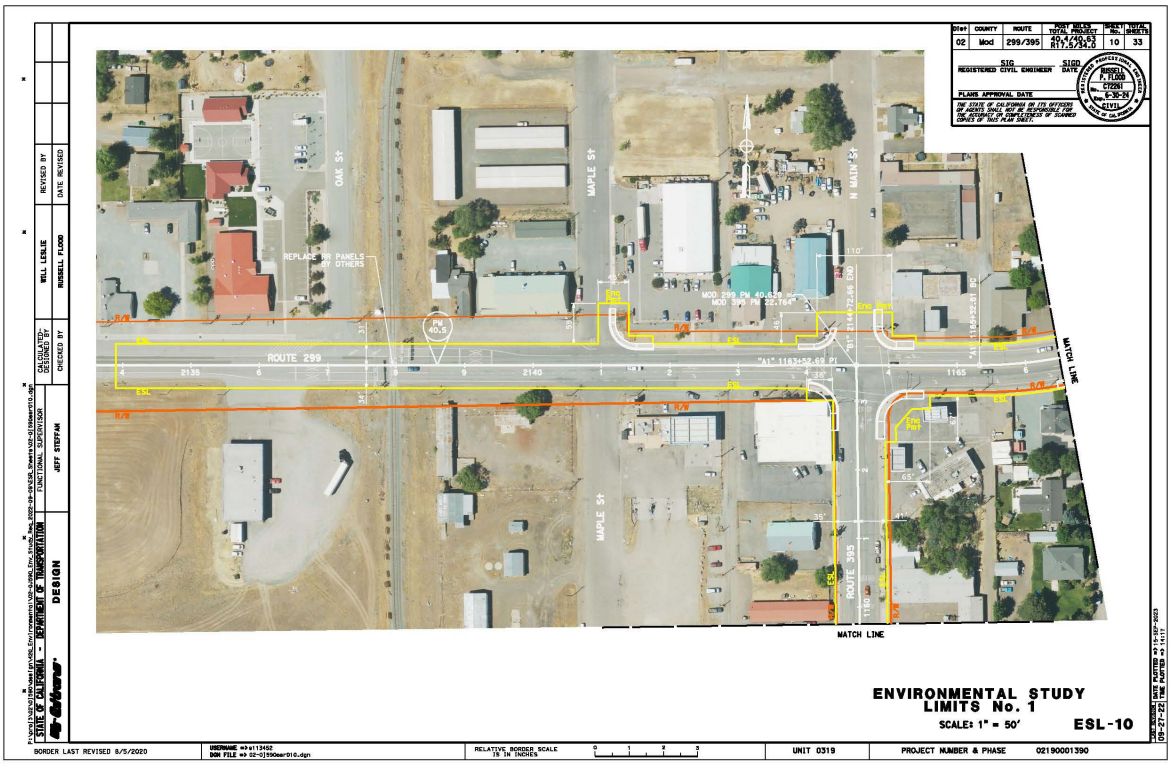
ROUTE 299
ROUTE 395
OAK St
MAPLE St
N MAIN St
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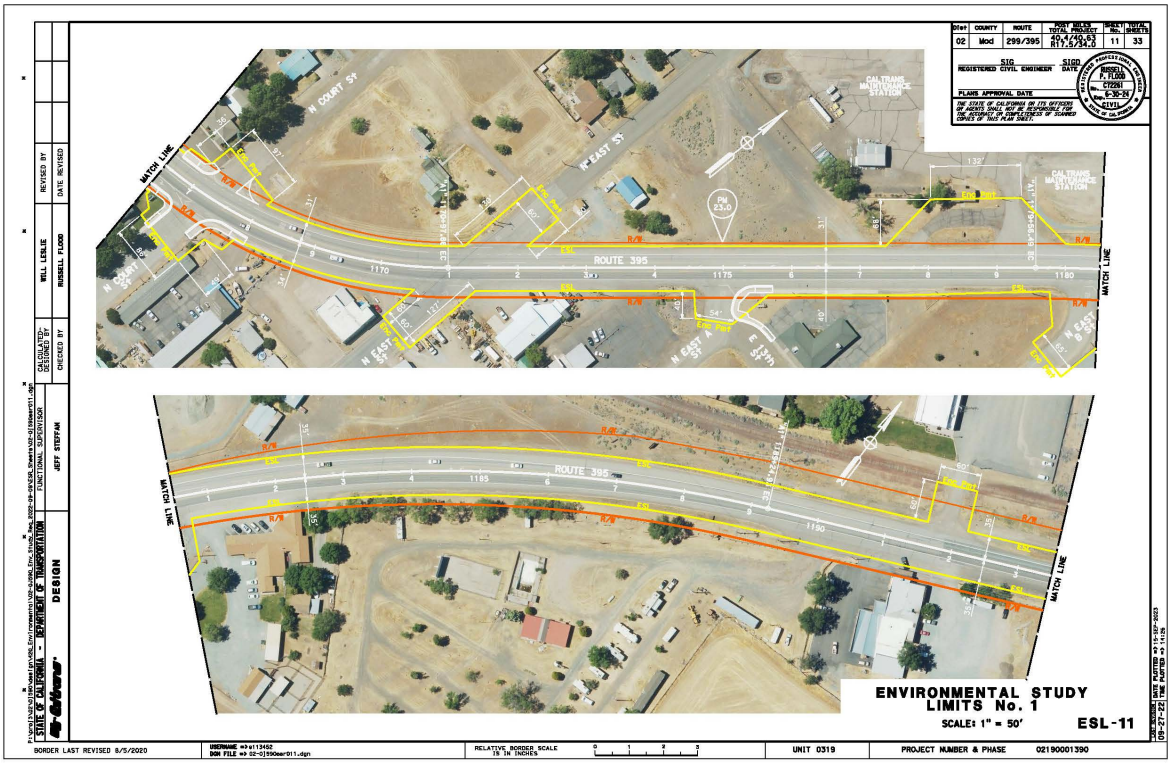
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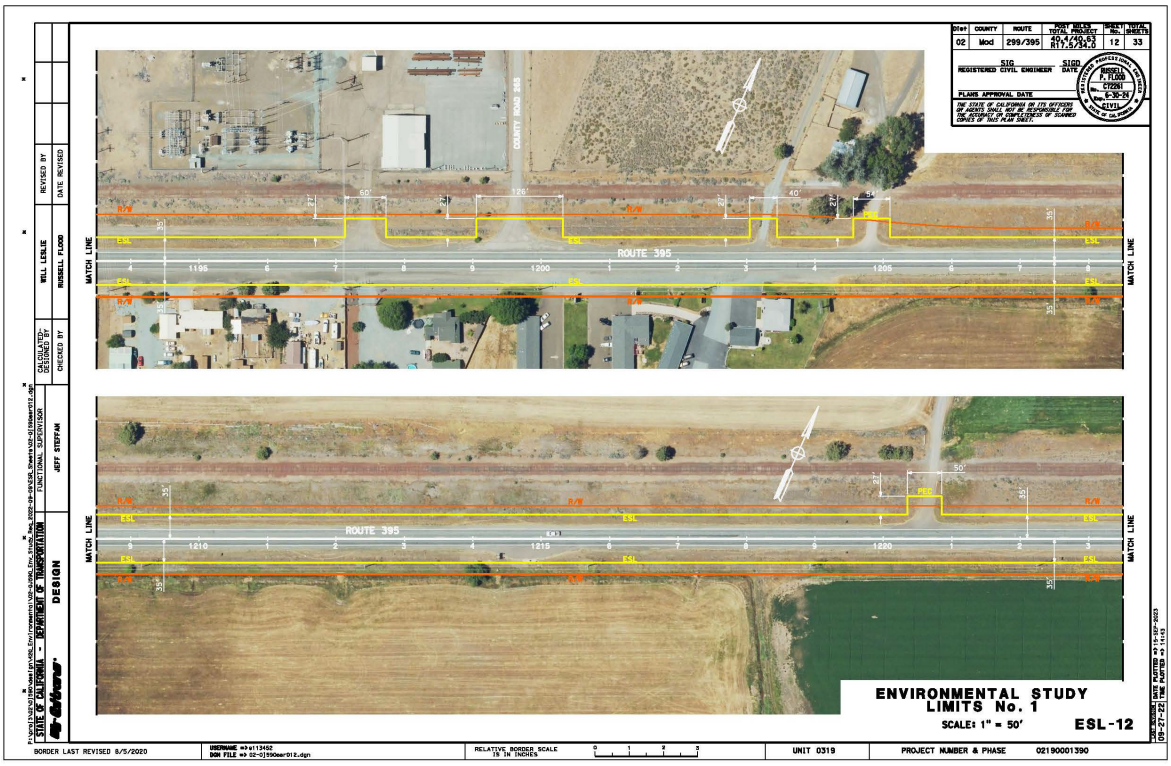
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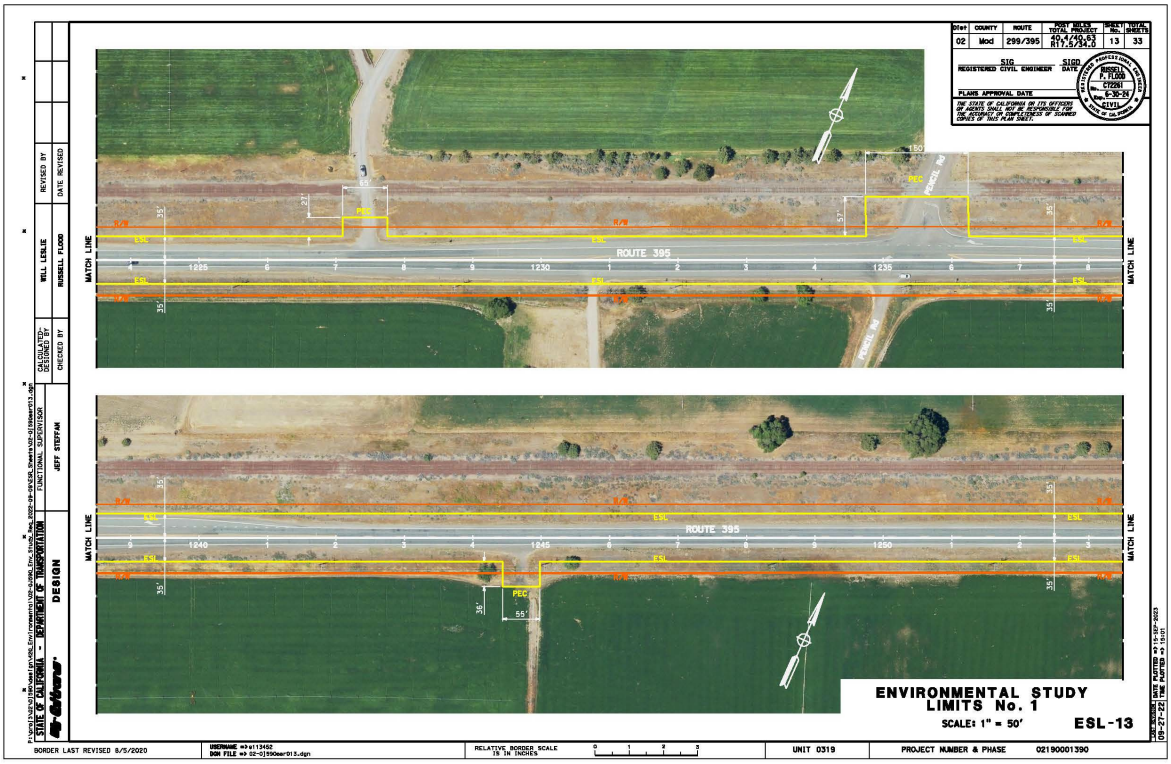
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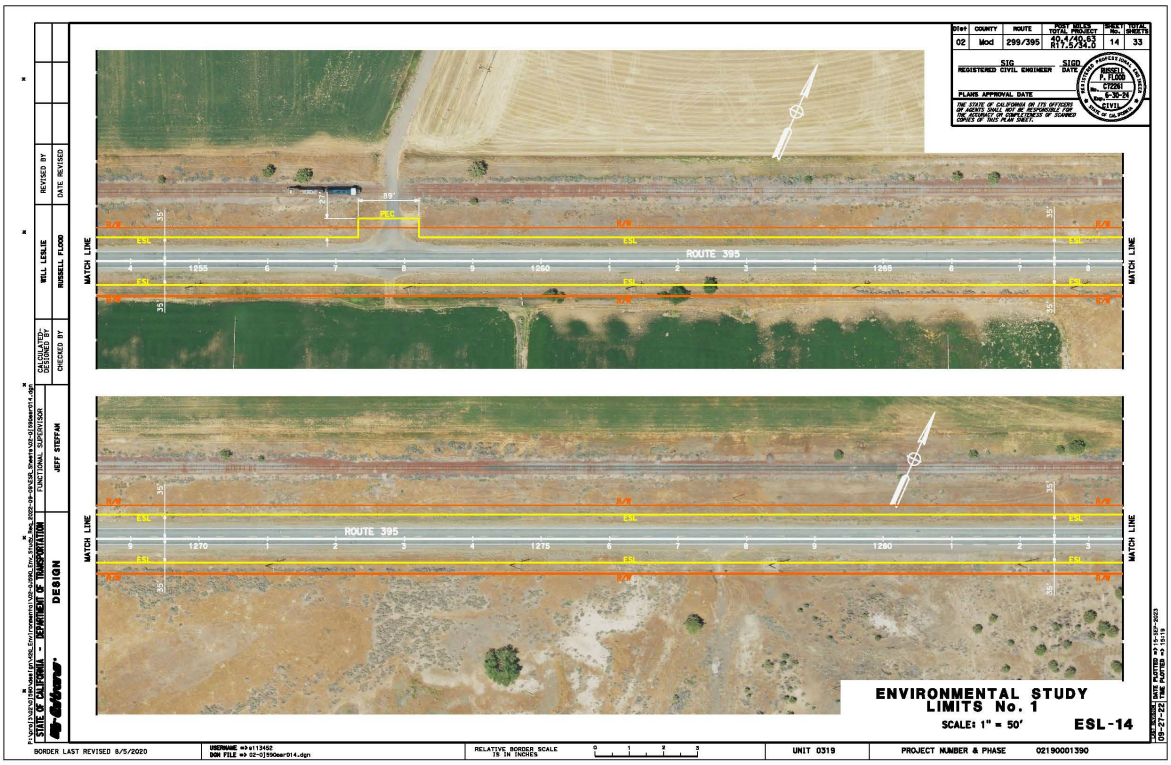
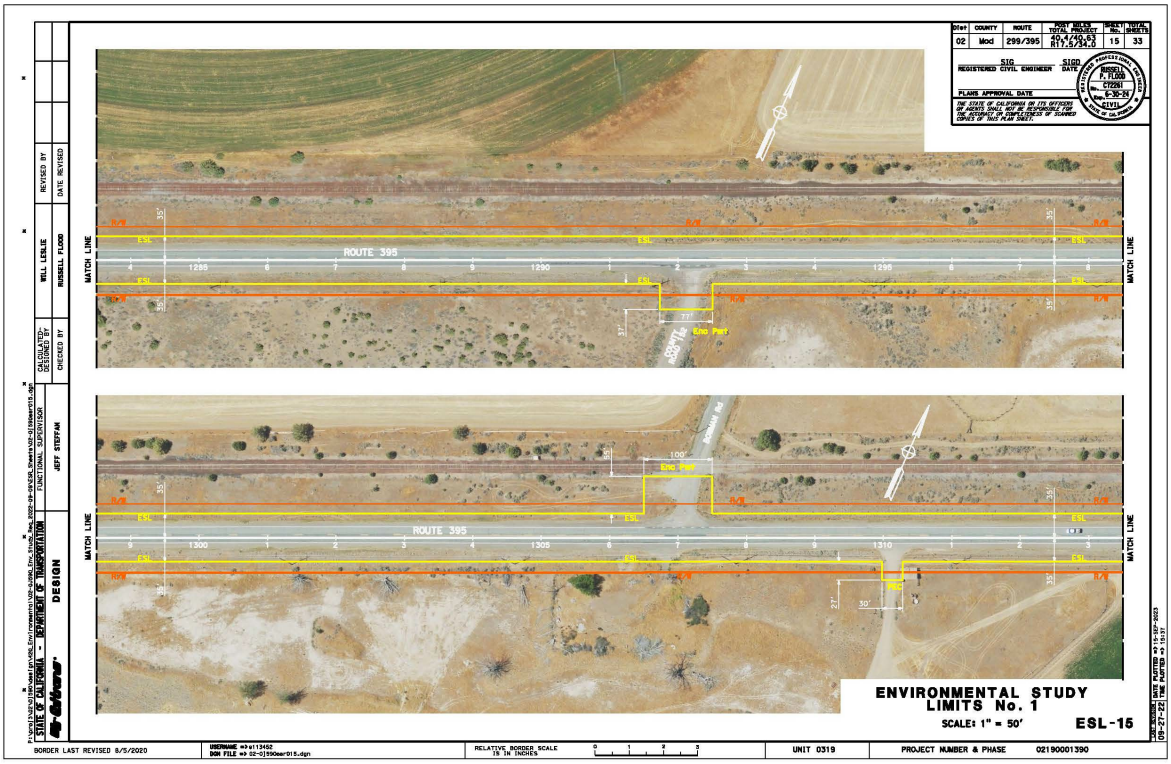
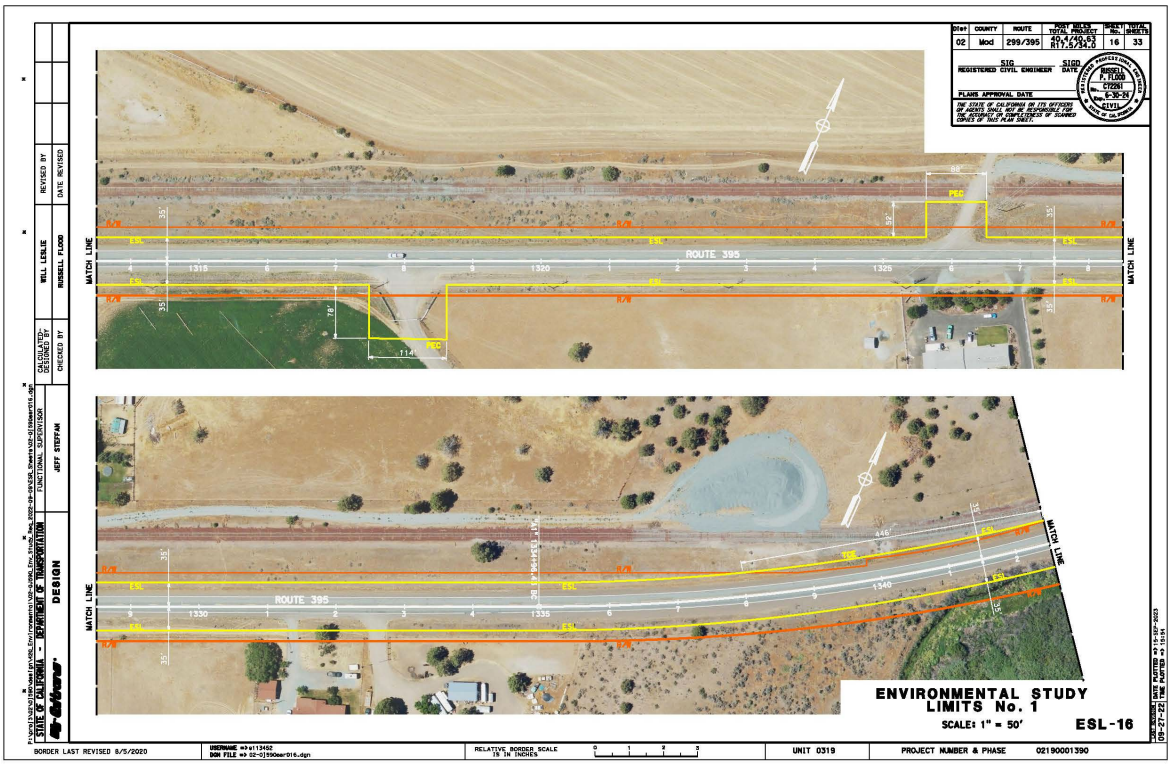
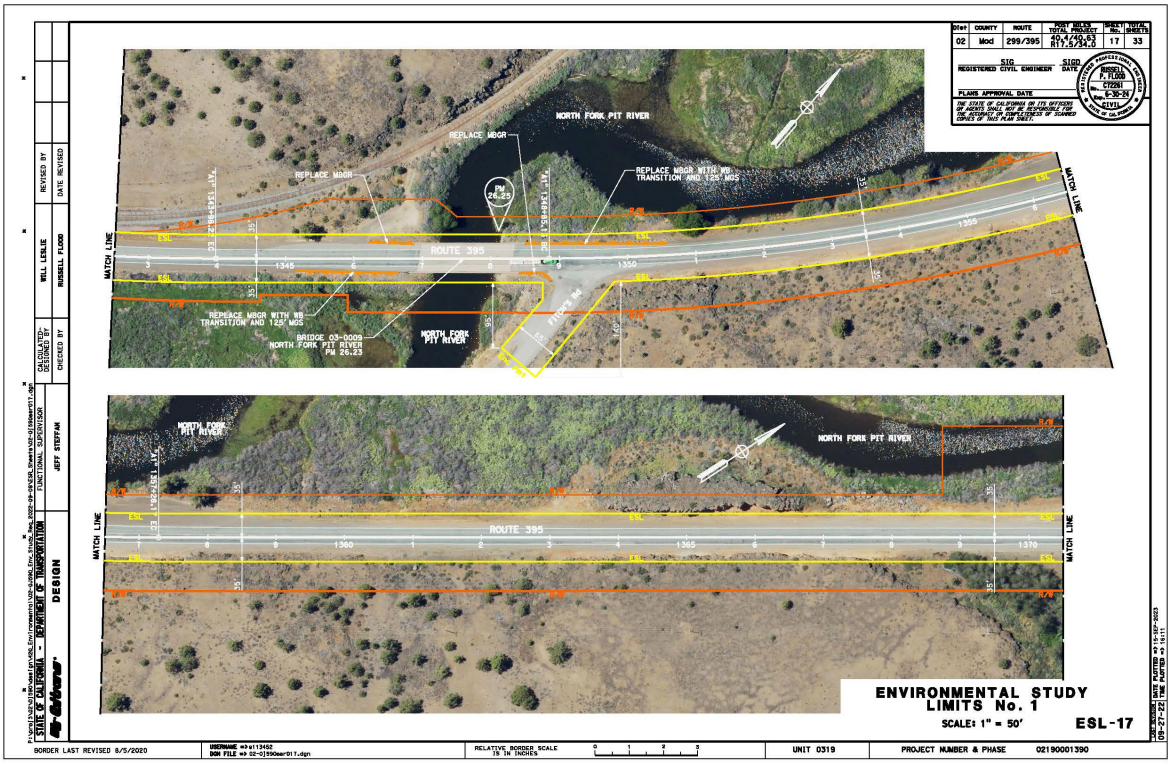
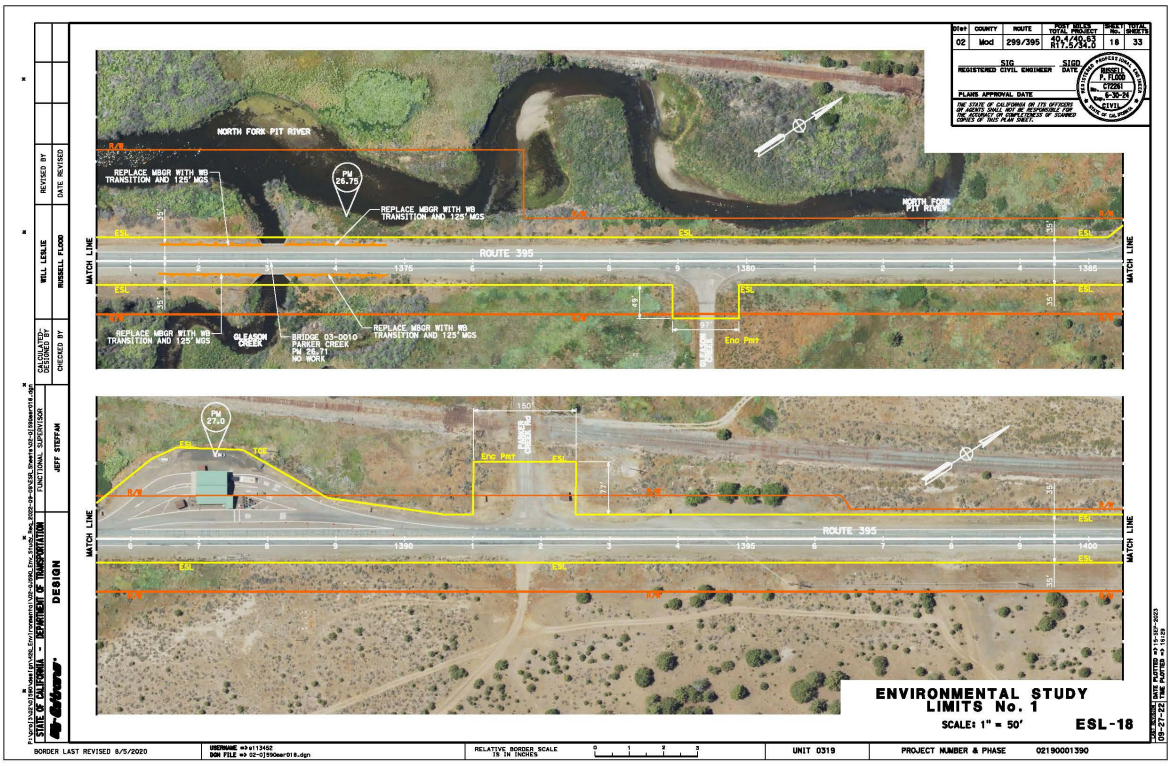
MATCH LINE
PEC
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-13

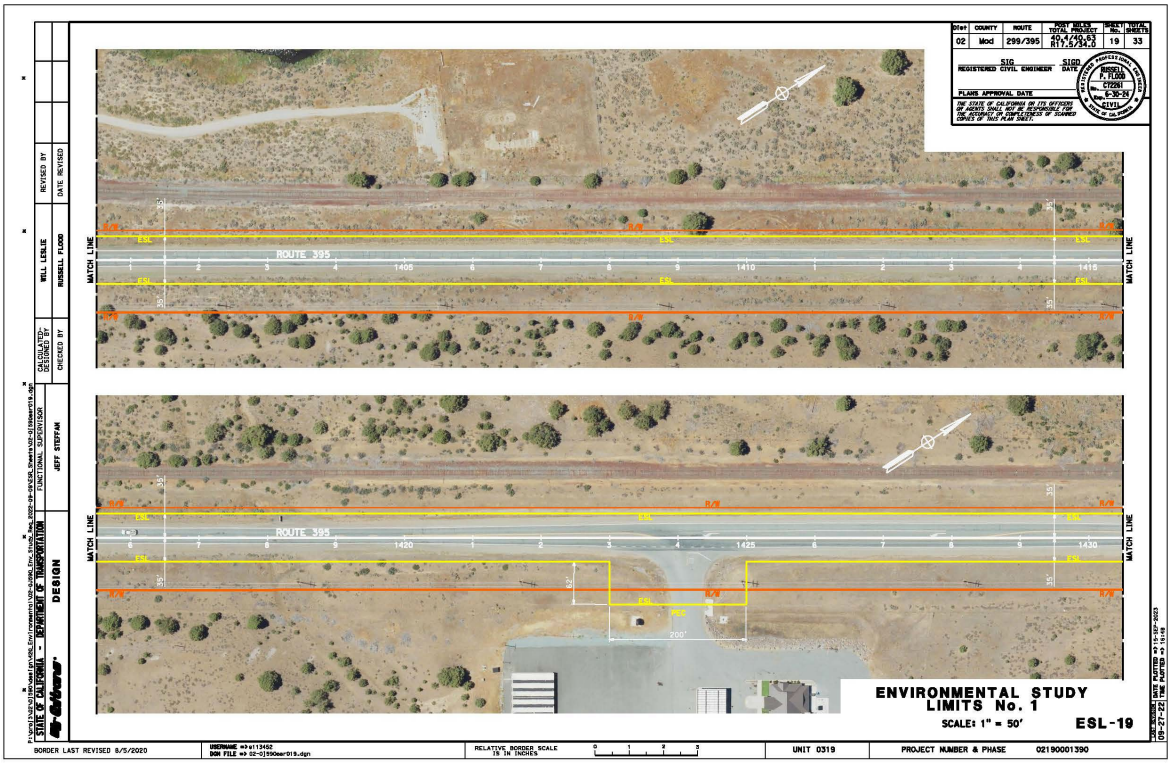

ROUTE 395
MATCH LINE
PEC
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-14

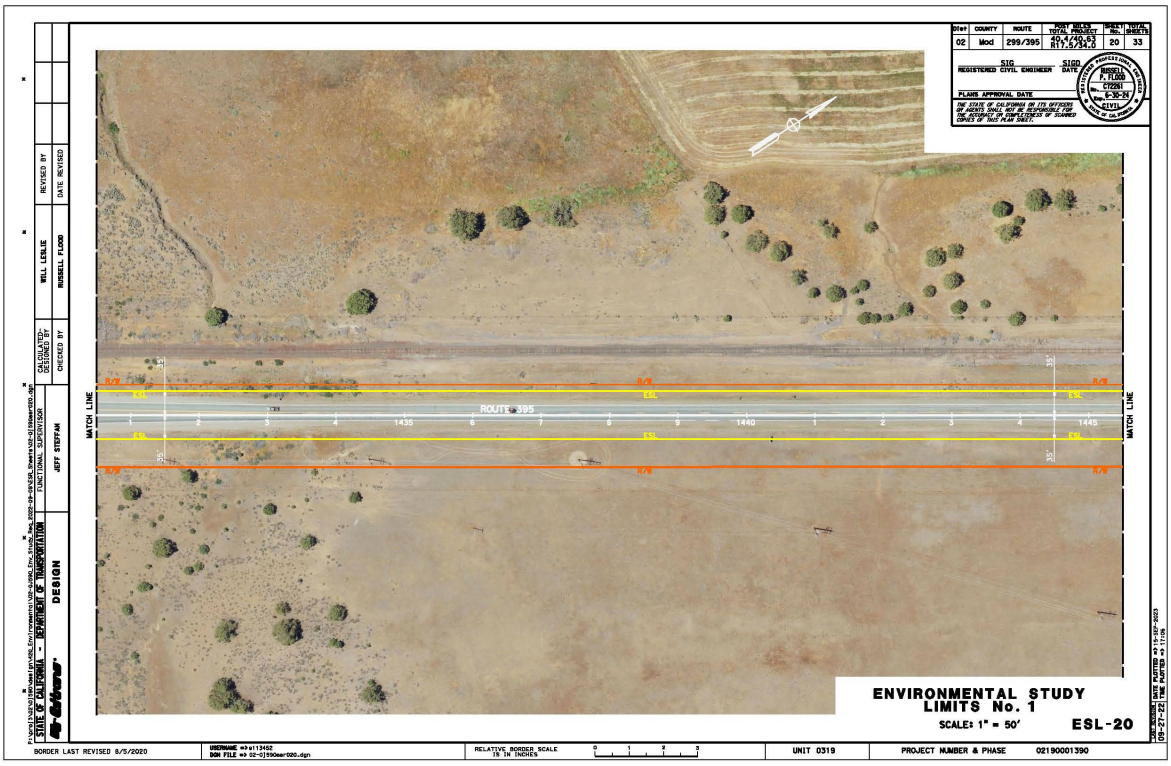

ROUTE 395
MATCH LINE
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-15

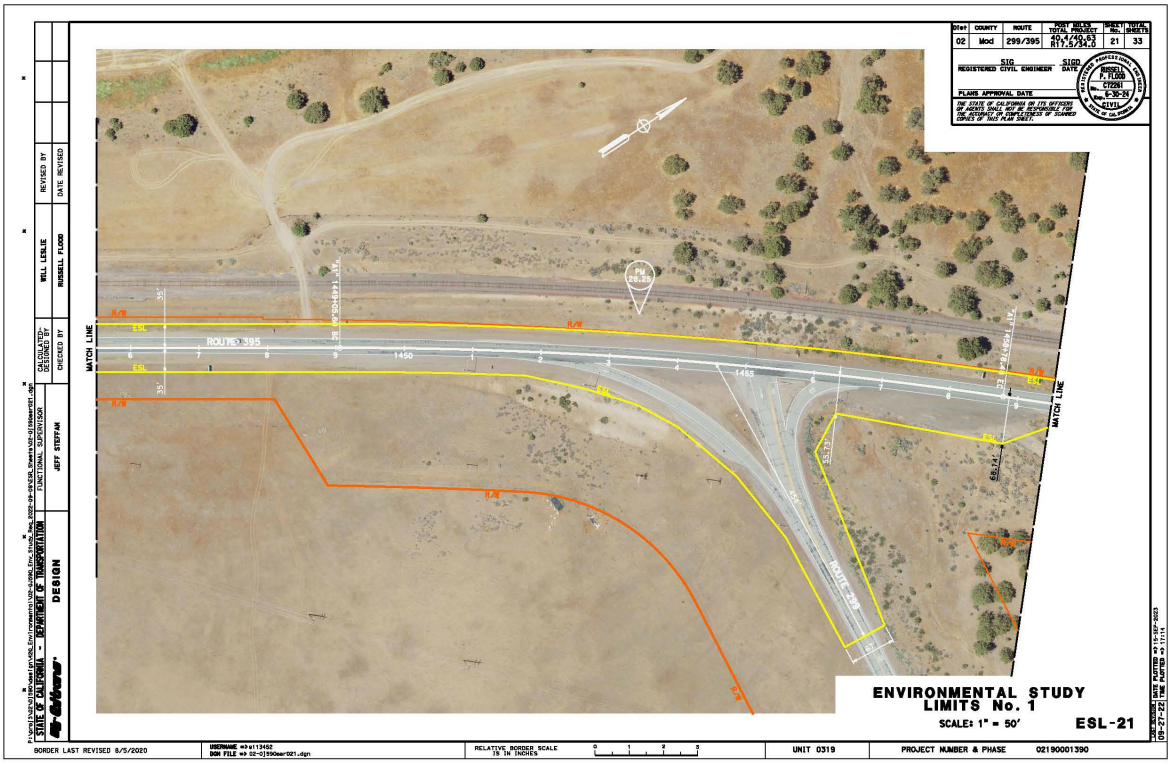

ROUTE 395
MATCH LINE
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-16

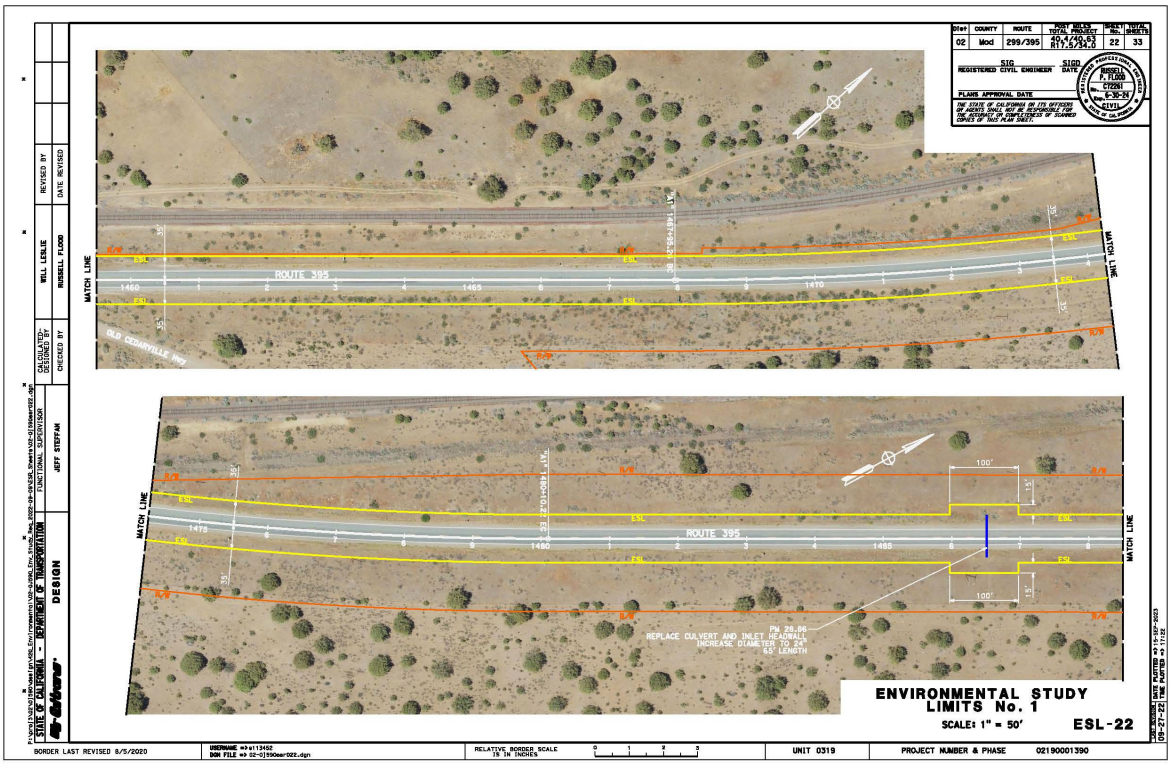

NORTH FORK PIT RIVER
REPLACE MBGR
REPLACE MBGR WITH WB TRANSITION AND 125' MGS
PM 26.25
ROUTE 395
MATCH LINE
REPEACE MBGR WITH WB TRANSITION AND 125' MGS
BRIDGE 03-0009
NORTH FORK PIT RIVER
PM 26.23
NORTH FORK PIT RIVER
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-17

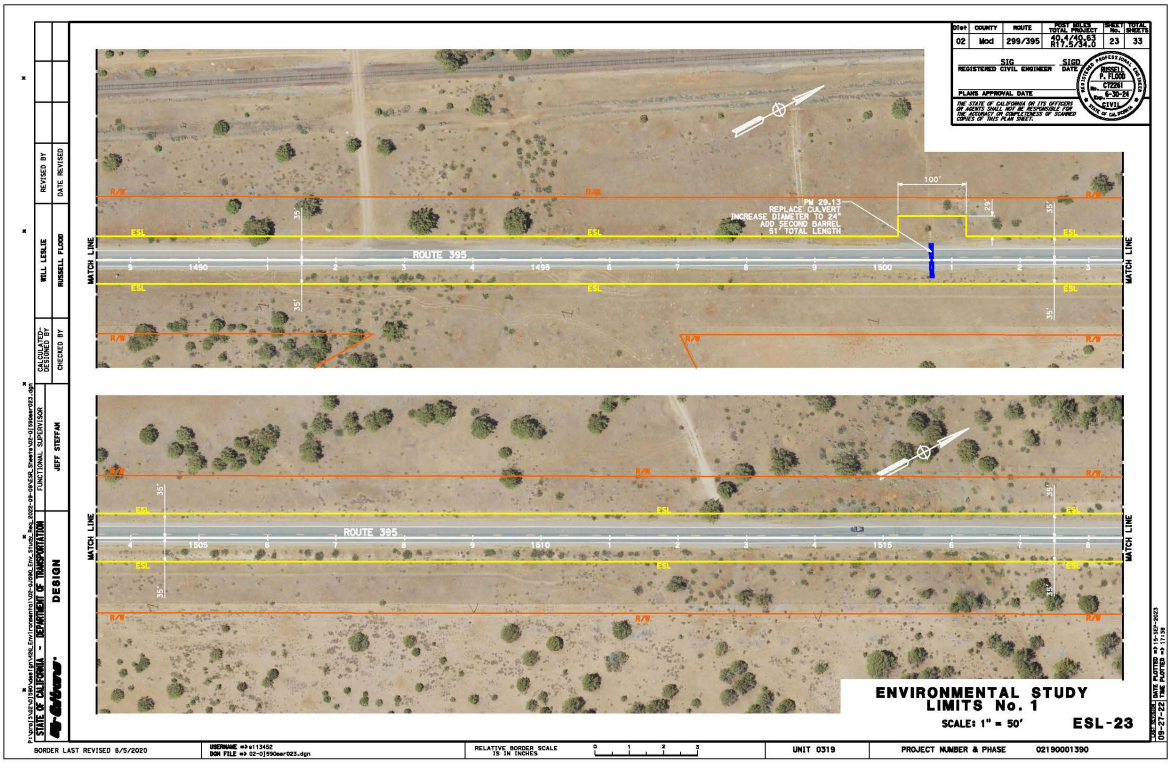

NORTH FORK PIT RIVER
REPLACE MBGR WITH WB TRANSITION AND 125' MGS
PM 26.75
REPLACE MBGR WITH WB TRANSITION AND 125' MGS
ROUTE 395
MATCH LINE
REPLACE MBGR WITH WB TRANSITION AND 125' MGS
GLEASON CREEK
BRIDGE 03-0010
PARKER CREEK
PM 26.71
NO WORK
REPLACE MBGR WITH WB TRANSITION AND 125' MGS
Enc Pmt
PM 27.0
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-18

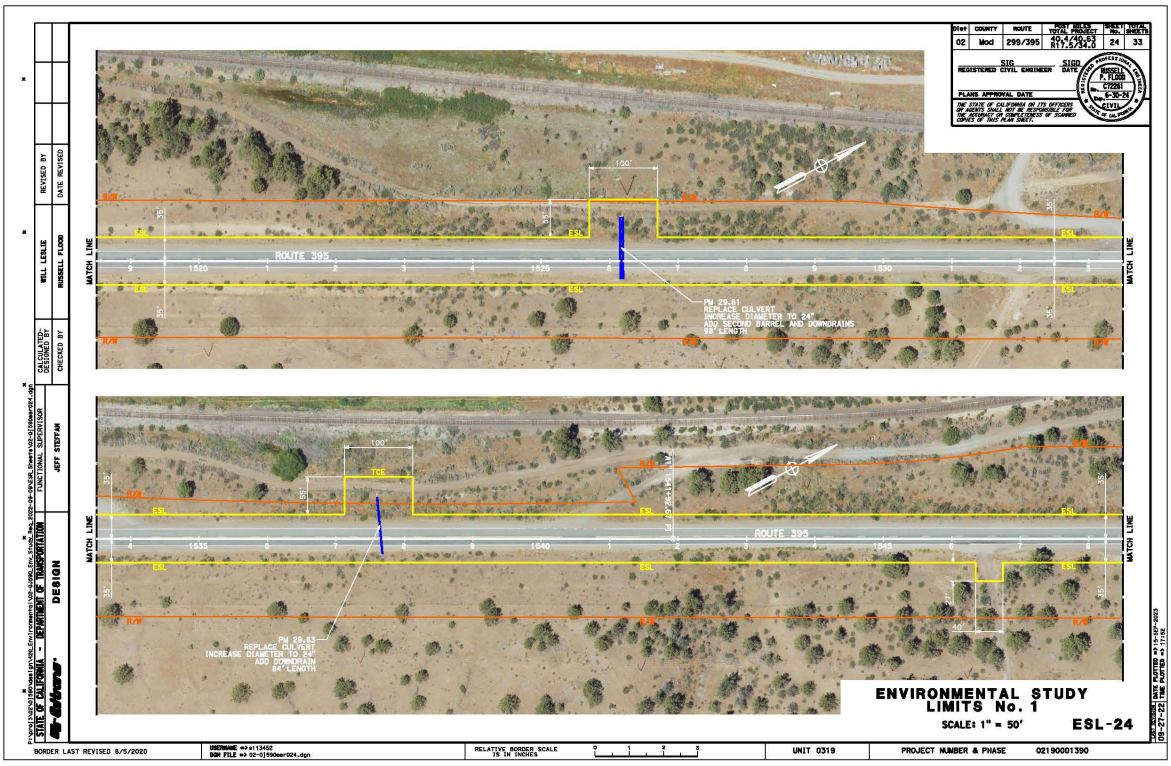

ROUTE 395
MATCH LINE
ESL
R/W
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-19

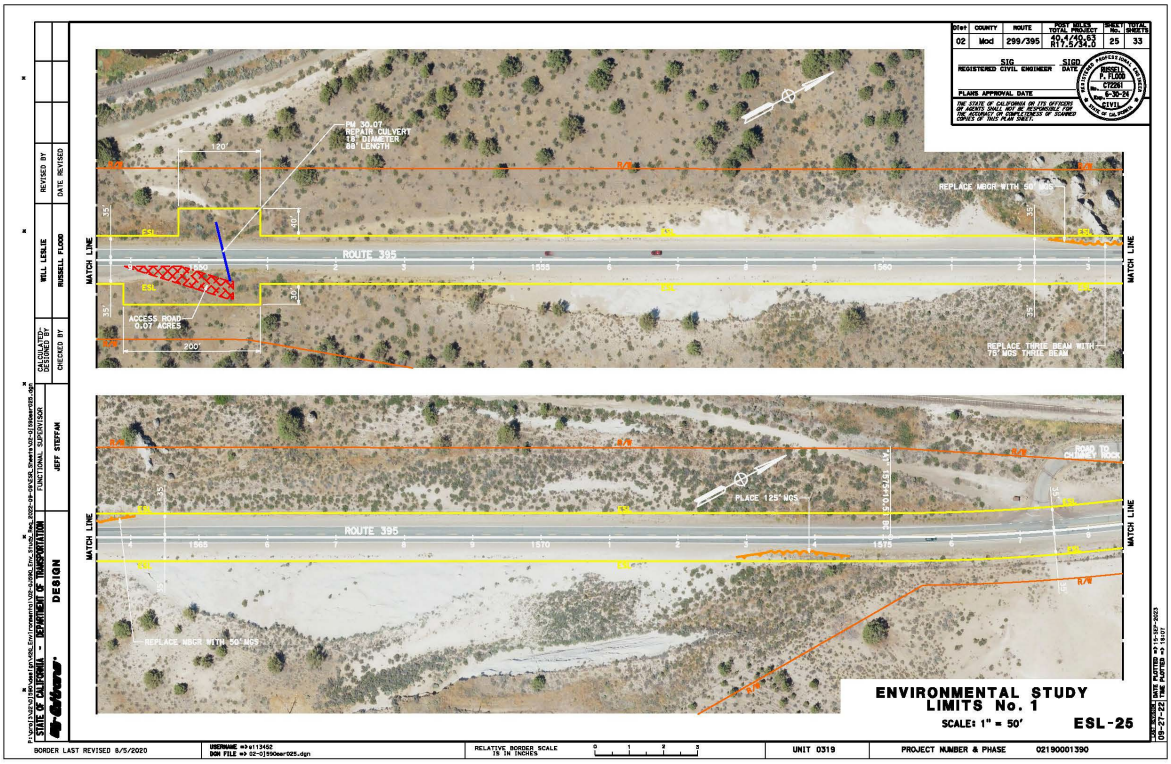

ROUTE 395
MATCH LINE
ESL
R/W
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-20

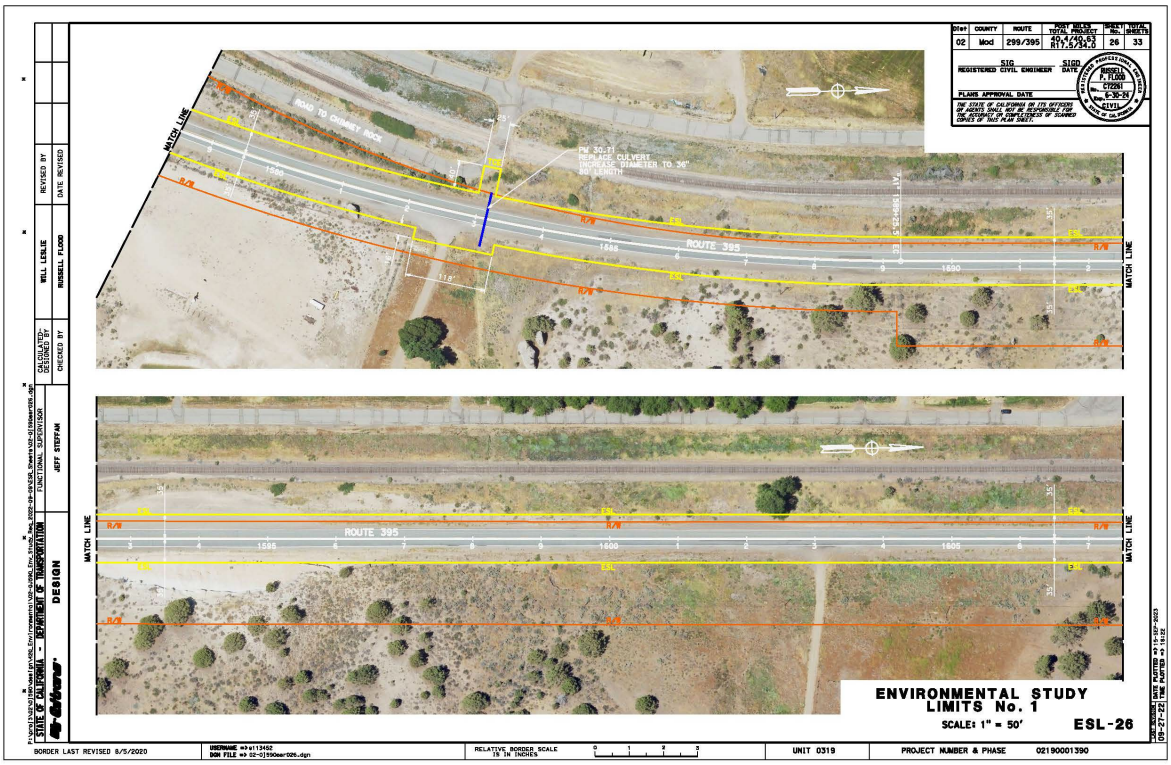

ROUTE 395
ROUTE 299
MATCH LINE
MATCH LINE
R/W
ESL
PM 28.25
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-21

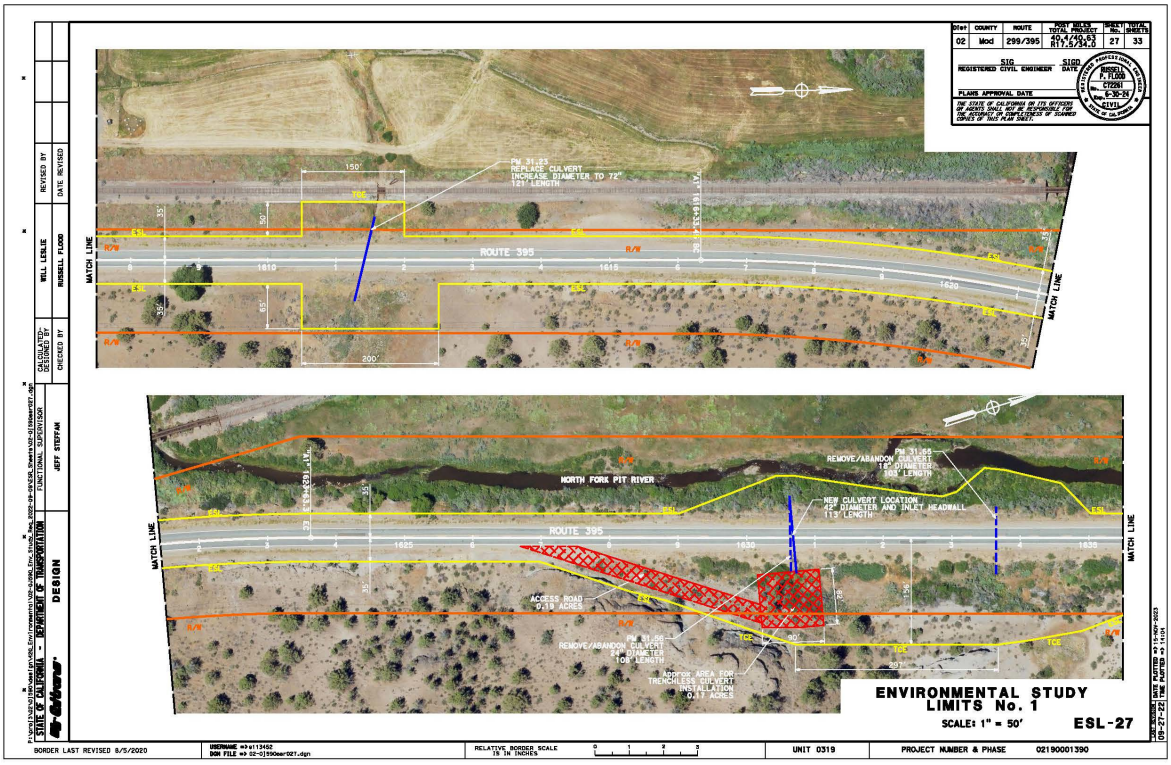

ROUTE 395
OLD CEDARVILLE RD
MATCH LINE
MATCH LINE
R/W
ESL
REPLACE CULVERT AND INLET HEADWALL INCREASE DIAMETER TO 24" 63' LENGTH
PM 28.86
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-22

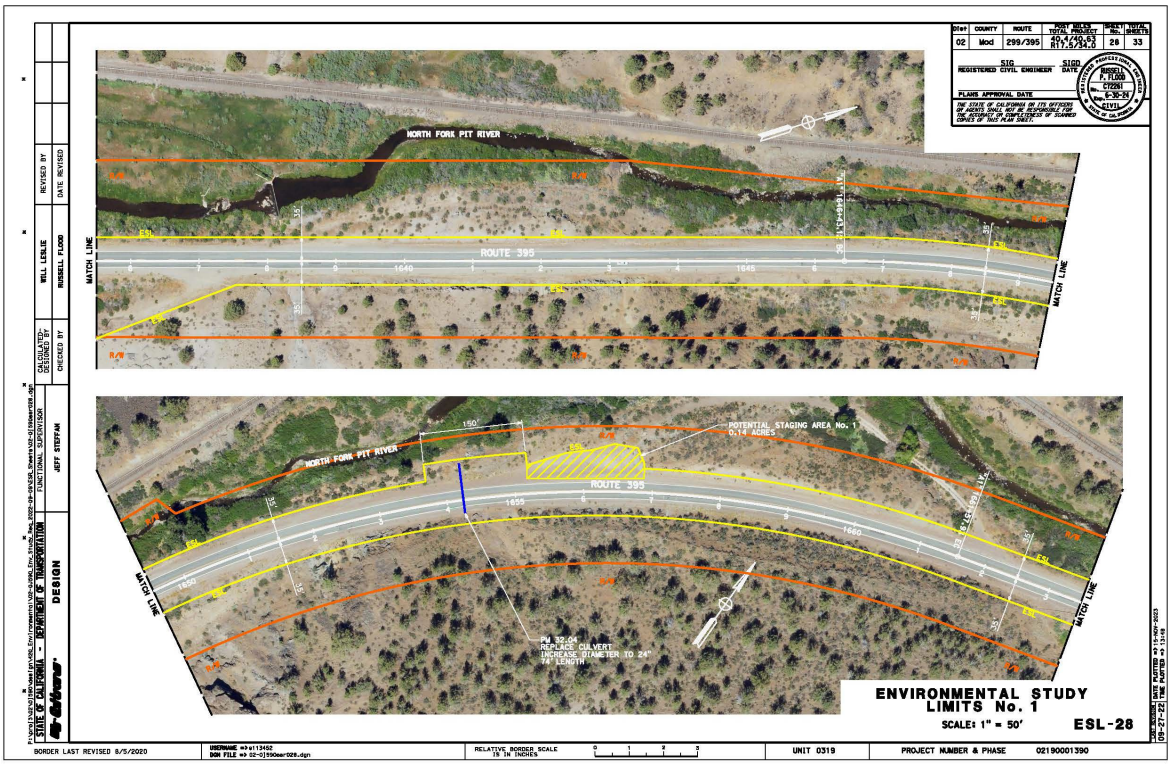

ROUTE 395
PM 29.13
REPLACE CULVERT
INCREASE DIAMETER TO 24"
ADD SECOND BARREL
81' TOTAL LENGTH
MATCH LINE
R/W
ESL
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-23

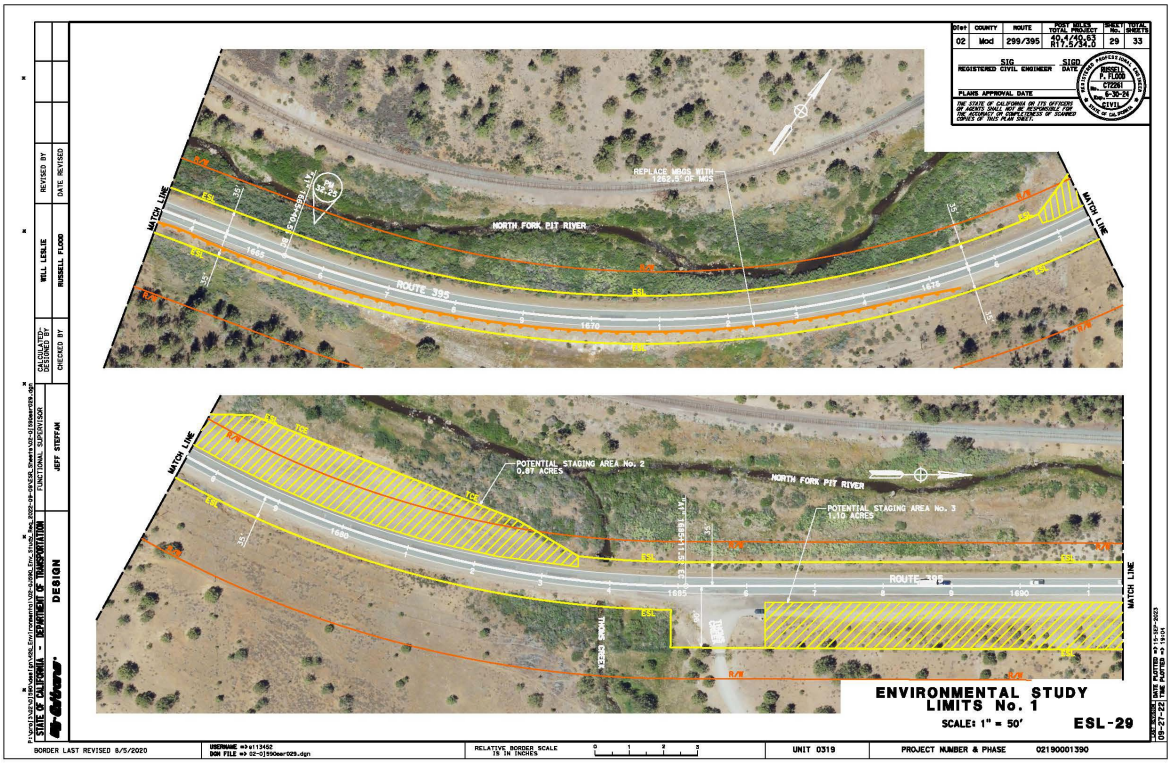

ROUTE 395
PM 29.61
REPLACE CULVERT
INCREASE DIAMETER TO 24"
ADD SECOND BARREL AND DOWNDRAINS
98' LENGTH
PM 29.83
REPLACE CULVERT
INCREASE DIAMETER TO 24"
ADD DOWNDRAIN
84' LENGTH
MATCH LINE
R/W
ESL
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-24

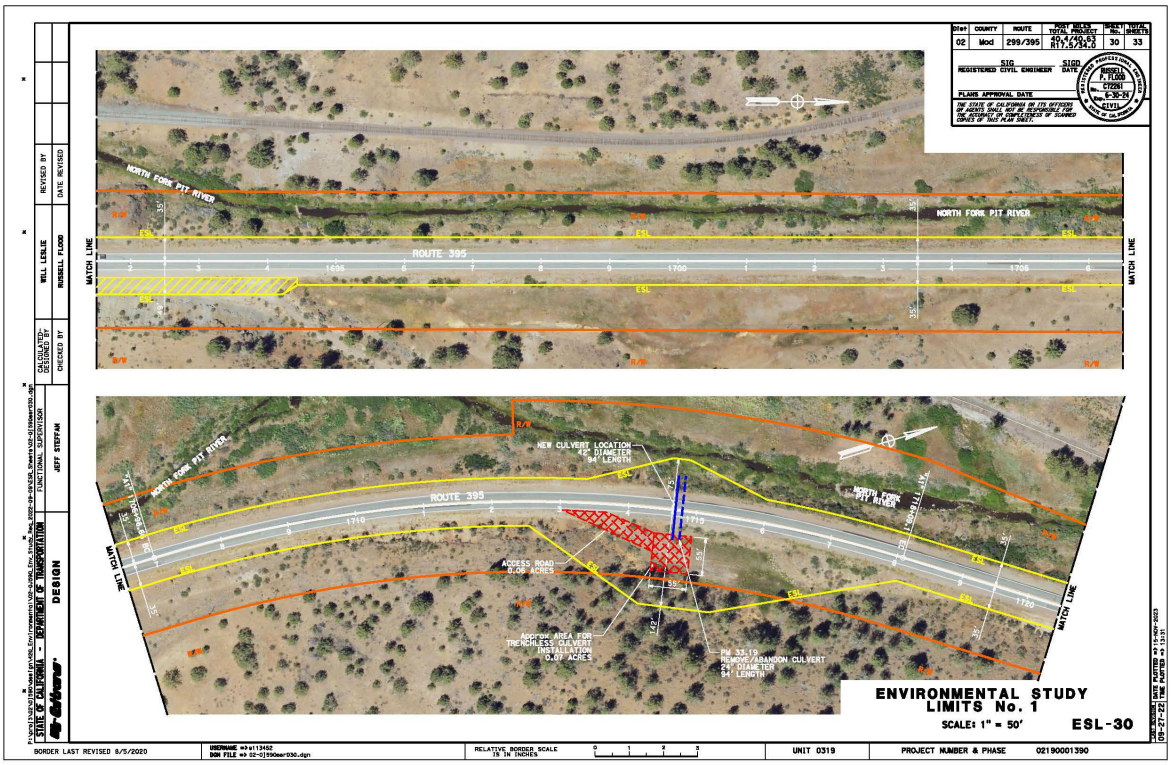

ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-25

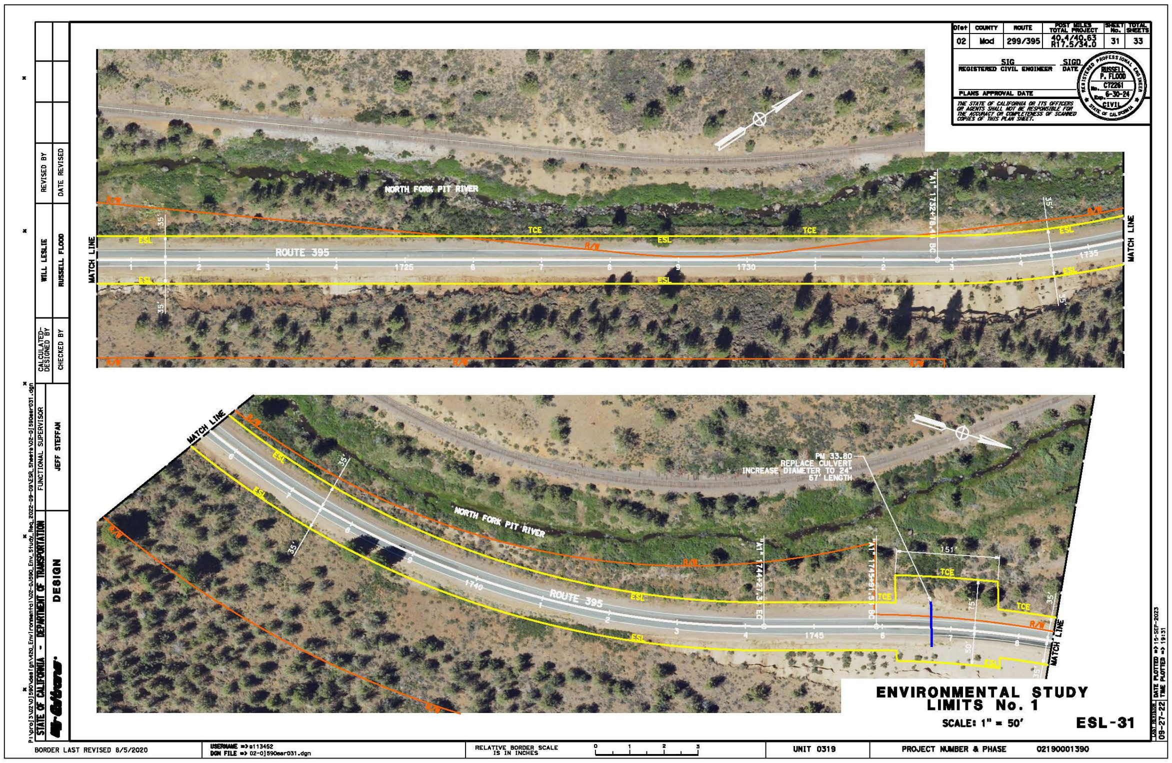

ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-26

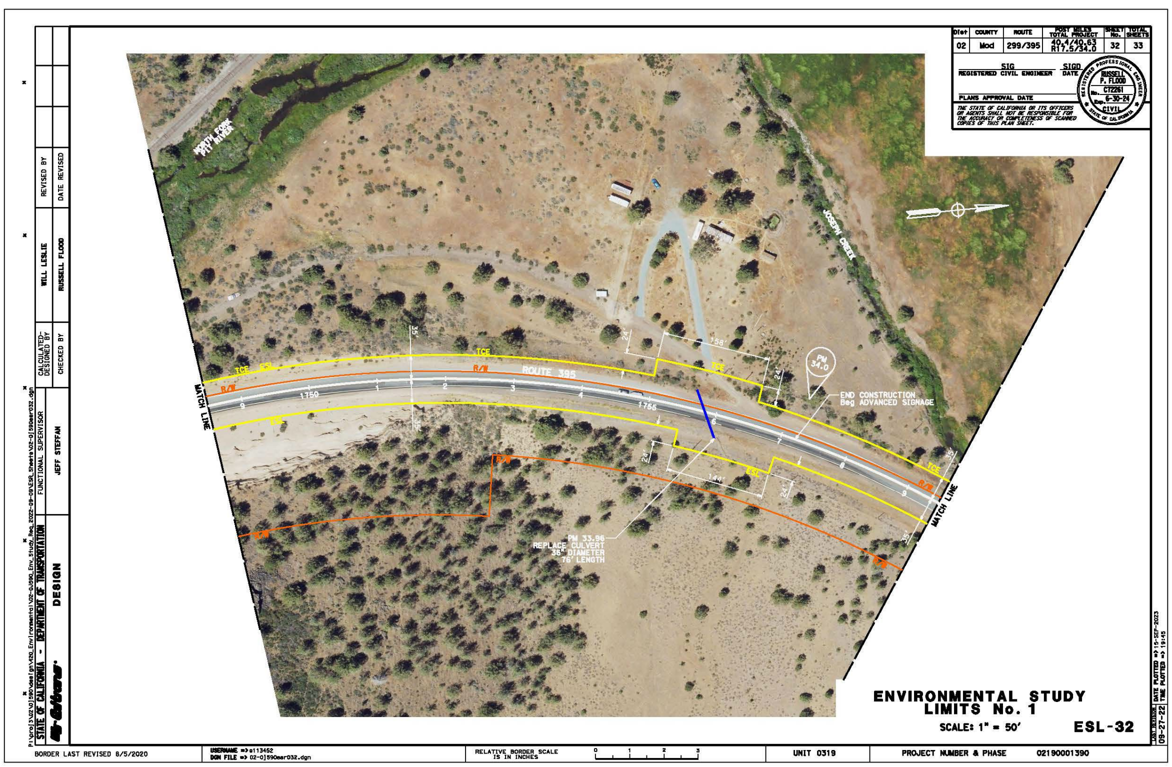

ROUTE 395
NORTH FORK PIT RIVER
PM 31.23
REPLACE CULVERT
INCREASE DIAMETER TO 72"
121' LENGTH
PM 31.55
REMOVE/ABANDON CULVERT
18" DIAMETER
108' LENGTH
NEW CULVERT LOCATION
42" DIAMETER AND INLET HEADWALL
113' LENGTH
ACCESS ROAD
0.19 ACRES
PM 31.56
REMOVE/ABANDON CULVERT
24" DIAMETER
108' LENGTH
ACCESS AREA FOR
TRENCHLESS CIPP/CIPP
INSTALLATION
0.17 ACRES
MATCH LINE
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-27

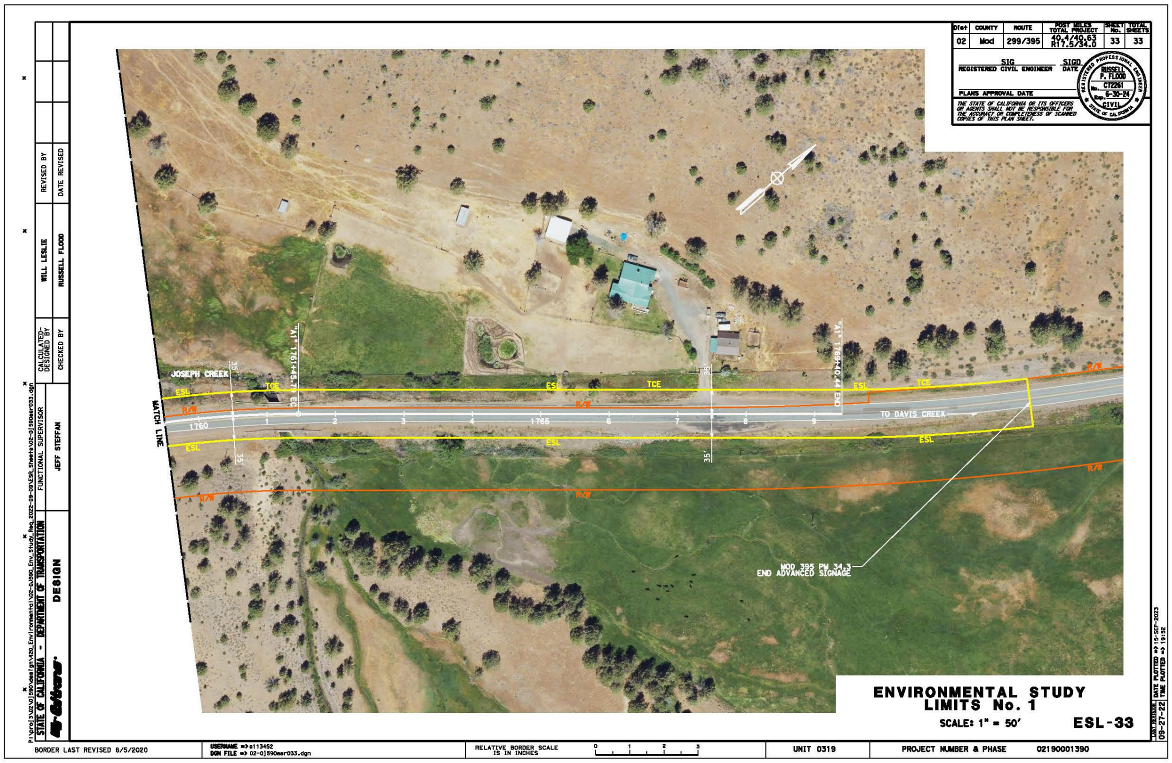

NORTH FORK PIT RIVER
ROUTE 395
POTENTIAL STAGING AREA No. 1
0.14 ACRES
PM 32.04
REPLACE CULVERT
INCREASE DIAMETER TO 24"
64' LENGTH
MATCH LINE
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-28

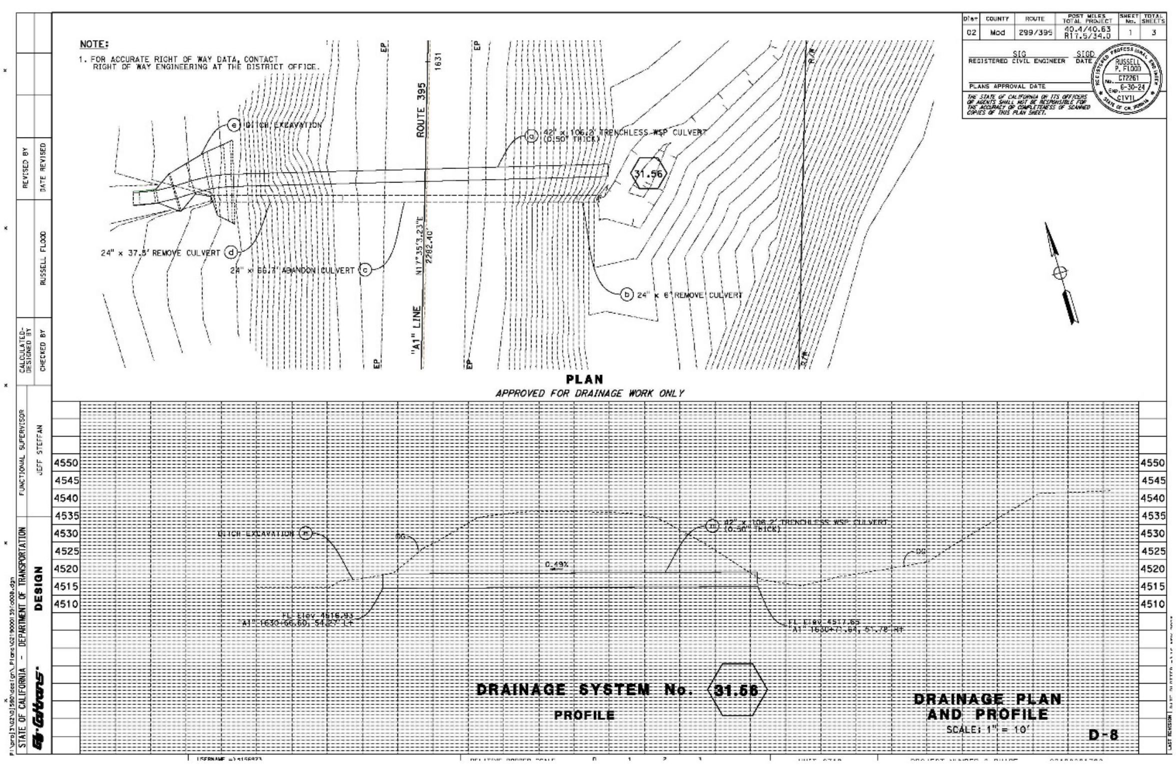

NORTH FORK PIT RIVER
ROUTE 395
REPLACE MBGR WITH 1262.5' OF MGS
MATCH LINE
POTENTIAL STAGING AREA No. 2
0.87 ACRES
POTENTIAL STAGING AREA No. 3
1.10 ACRES
THOMS CREEK
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-29

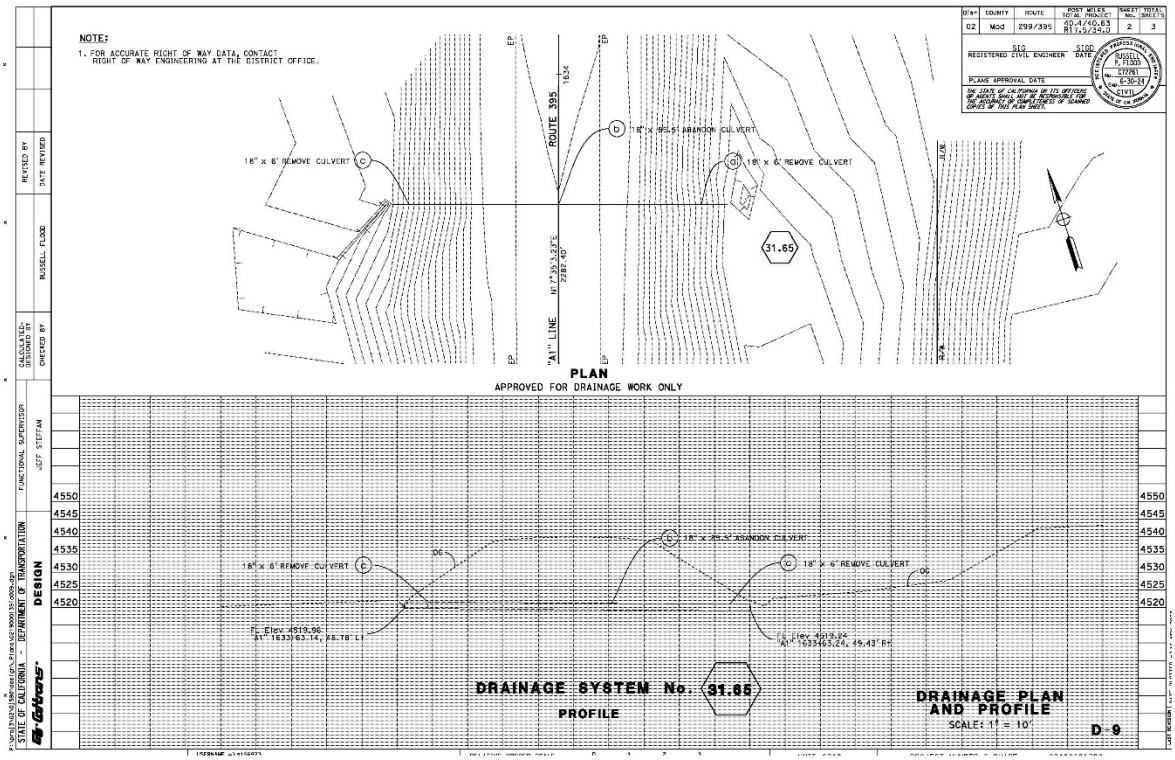

NORTH FORK PIT RIVER
ROUTE 395
MATCH LINE
NEW CULVERT LOCATION
48" DIAMETER
94' LENGTH
ACCESS ROAD
0.06 ACRES
APPROX AREA FOR TRENCHLESS CULVERT INSTALLATION
0.07 ACRES
RM 33.19
REMOVE/ABANDON CULVERT
24" DIAMETER
94' LENGTH
ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-30

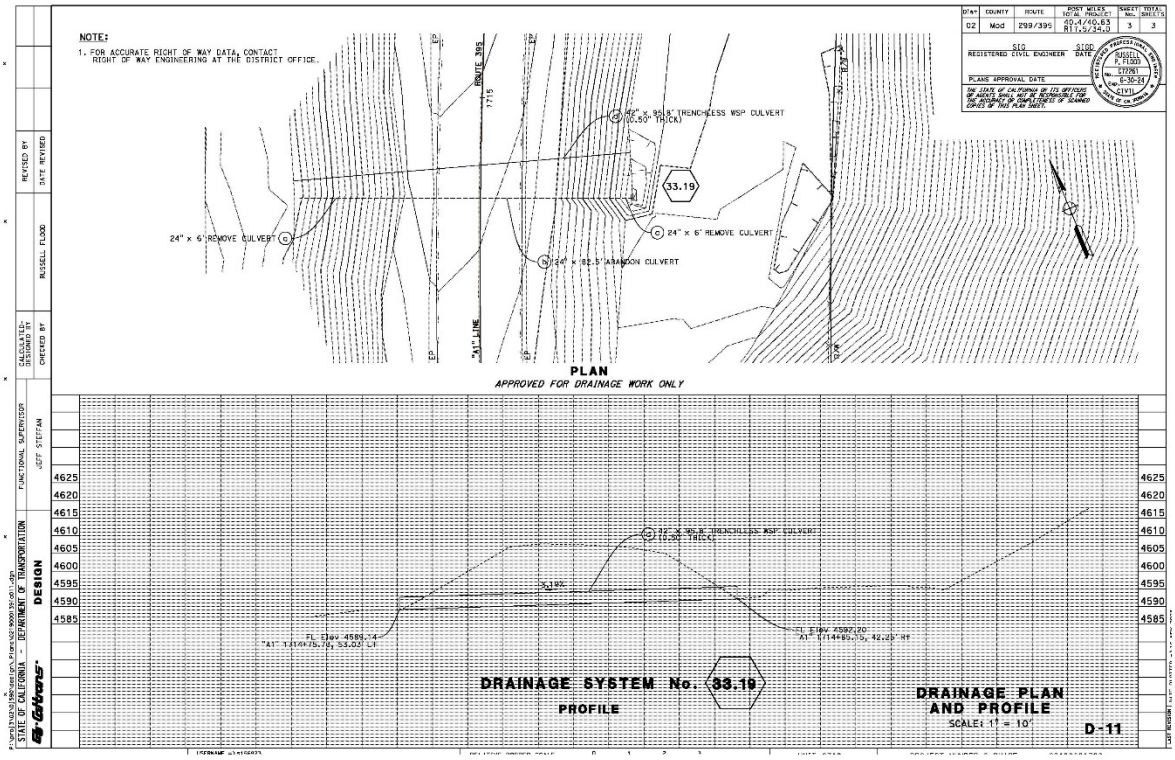

NORTH FORK PIT RIVER
ROUTE 395
MATCH LINE
TCE
ESL
R/W
PM 33.80
REPLACE CULVERT
INCREASE DIAMETER TO 24"
67' LENGTH
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-31
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
JEFF STEFFAN
WILL LESLIE
RUSSELL FLOOD
BORDER LAST REVISED 8/5/2020
UNIT 0319
PROJECT NUMBER & PHASE
02190001390


NORTH FORK PIT RIVER
JOSEPH CREEK
ROUTE 395
MATCH LINE
TCE
ESL
R/W
PM 34.0
END CONSTRUCTION
Beg ADVANCED SIGNAGE
PM 33.96
REPLACE CULVERT
36" DIAMETER
76' LENGTH
ENVIRONMENTAL STUDY
LIMITS No. 1
SCALE: 1" = 50'
ESL-32
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
JEFF STEFFAN
WILL LESLIE
RUSSELL FLOOD
BORDER LAST REVISED 8/5/2020
UNIT 0319
PROJECT NUMBER & PHASE
02190001390


ENVIRONMENTAL STUDY LIMITS No. 1
SCALE: 1" = 50'
ESL-33
JOSEPH CREEK
TO DAVIS CREEK
MOD 395 PM 34.3
END ADVANCED SIGNAGE
UNIT 0319
PROJECT NUMBER & PHASE 02190001390
BORDER LAST REVISED 8/5/2020
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
JEFF STEFFAN
WILL LESLIE
RUSSELL FLOOD


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
DITCH EXCAVATION
42" x 106.2' TRENCHLESS WSP CULVERT
24" x 37.5' REMOVE CULVERT
24" x 6' REMOVE CULVERT
ROUTE 395
"A1" LINE
PLAN
APPROVED FOR DRAINAGE WORK ONLY
DRAINAGE SYSTEM No. 31.56
PROFILE
DRAINAGE PLAN AND PROFILE
SCALE: 1" = 10'
D-8
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
JEFF STEFFAN
RUSSELL FLOOD


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
ROUTE 395
18" x 6' REMOVE CULVERT
18" x 95.5' ABANDON CULVERT
18" x 6' REMOVE CULVERT
31.65
"A1" LINE
PLAN
APPROVED FOR DRAINAGE WORK ONLY
DRAINAGE SYSTEM No. 31.65
PROFILE
DRAINAGE PLAN AND PROFILE
SCALE: 1" = 10'
D-9


NOTE:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
ROUTE 395
24" x 6' REMOVE CULVERT
24" x 6' REMOVE CULVERT
24" x 82.5' ABANDON CULVERT
33.19
"A1" LINE
PLAN
APPROVED FOR DRAINAGE WORK ONLY
DRAINAGE SYSTEM No. 33.19
PROFILE
DRAINAGE PLAN AND PROFILE
SCALE: 1" = 10'
D-11

Appendix B. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

September 2022

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 non-discriminatory 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) 639-6392 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 PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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

Appendix C. USFWS, NMFS, CNDDB, CNPS, Species Lists

California Fish Website

Fish Species

Fish Species by Watersheds : 'Noble Creek-Pit River-180200020901'

Freshwater native and non-native fish species present currently and/or historically, determined from the PISCES database (Feb. 26, 2014). Some species, such as salmon or steelhead, may no longer be present upstream of dams that lack fish passage.

Yes/No corresponds to California native species

Brook Trout

Salvelinus fontinalis

No

Brown Bullhead

Ameiurus nebulosus

No

Brown Trout

Salmo trutta

No

Channel Catfish

Ictalurus punctatus

No

Coastal Rainbow Trout

Oncorhynchus mykiss irideus

Yes

Goose Lake Redband Trout

Oncorhynchus mykiss subspecies

Yes

Goose Lake Tui Chub

Siphatales thalassinus thalassinus

Yes

Green Sunfish

Lepomis cyanellus

No

Hardhead

Mylopharodon conocephalus

Yes

Largemouth Bass

Micropterus salmoides

No

Northern (Pit) Roach

Lavinia mitrulus

Yes

Pit River Tui Chub

Siphatales thalassinus subspecies

Yes

Pit Sculpin

Cottus pitensis

Yes

Pit-Klamath Brook Lamprey

Lampetra lethophaga

Yes

Sacramento Pikeminnow

Ptychocheilus grandis

Yes

Sacramento Speckled Dace

Rhinichthys osculus subspecies

Yes

Sacramento Sucker

Catostomus occidentalis occidentalis

Yes

Smallmouth Bass

Micropterus dolomieu

No

Western Mosquitofish

Gambusia affinis

No

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE **RareFind**

Query Summary:
Quad IS (Alturas (4112045) OR Rattlesnake Butte (4112046) OR Big Sage Reservoir (4112056) OR Mahogany Ridge (4112055) OR Surprise (4112054) OR Dorris Reservoir (4112044) OR Little Juniper Reservoir (4112034) OR Infernal Caverns (4112035) OR Graven Ridge (4112036))

Print Close

CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	955	1	None	Threatened	G1G2	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Alisma gramineum	grass alisma	Monocots	PMALI01010	14	1	None	None	G5	S3	2B.2	null	Marsh & swamp, Wetland
Antigone canadensis tabida	greater sandhill crane	Birds	ABNMK01014	605	82	None	Threatened	G5T5	S2	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, USFS_S-Sensitive	Marsh & swamp, Meadow & seep, Wetland
Aquila chrysaetos	golden eagle	Birds	ABNKC22010	325	2	None	None	G5	S3	null	BLM_S-Sensitive, CDF_S-Sensitive, CDFW_FP-Fully Protected, CDFW_WL-Watch List, IUCN_LC-Least Concern	Broadleaved upland forest, Cismontane woodland, Coastal prairie, Great Basin grassland, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands, Upper montane coniferous forest, Valley & foothill grassland
Atriplex gardneri var. falcata	falcate saltbush	Dicots	PDCHE040J0	9	1	None	None	G4T4Q	S2S3	2B.2	null	Chenopod scrub, Great Basin scrub
Buteo swainsoni	Swainson's hawk	Birds	ABNKC19070	2561	22	None	Threatened	G5	S4	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Canis lupus	gray wolf	Mammals	AMAJA01030	4	1	Endangered	Endangered	G5	S1	null	IUCN_LC-Least Concern	null
Carex atherodes	wheat sedge	Monocots	PMCYP03160	9	3	None	None	G5	S3	2B.2	IUCN_LC-Least Concern	Marsh & swamp, Meadow & seep, Pinon & juniper woodlands, Wetland
Carex lasiocarpa	woolly-fruited sedge	Monocots	PMCYP03720	20	1	None	None	G5	S2	2B.3	IUCN_LC-Least Concern	Bog & fen, Freshwater marsh, Marsh & swamp, Wetland
Carex petasata	Liddon's sedge	Monocots	PMCYP03AE0	73	1	None	None	G5	S3	2B.3	null	Broadleaved upland forest, Lower montane coniferous forest, Meadow & seep, Pinon & juniper woodlands, Wetland
Carex sheldonii	Sheldon's sedge	Monocots	PMCYP03CE0	48	3	None	None	G4	S2	2B.2	null	Freshwater marsh, Lower montane coniferous forest, Marsh & swamp, Riparian scrub, Wetland
Centrocercus urophasianus	greater sage-grouse	Birds	ABNLC12010	49	23	None	Candidate Endangered	G3G4	S2S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special	Great Basin scrub

											Concern, IUCN_NT-Near Threatened, USFS_S-Sensitive	
Dimeresia howellii	doublet	Dicots	PDAST2Z010	50	14	None	None	G4	S3	2B.3	null	Lower montane coniferous forest, Pinon & juniper woodlands
Downingia laeta	Great Basin downingia	Dicots	PDCAM06080	19	1	None	None	G5	S3	2B.2	IUCN_LC-Least Concern	Great Basin scrub, Marsh & swamp, Meadow & seep, Pinon & juniper woodlands, Vernal pool, Wetland
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1518	2	None	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Entosphenus lethophagus	Pit-Klamath brook lamprey	Fish	AFBAA02060	14	1	None	None	G3G4	S3	null	AFS_VU-Vulnerable, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Aquatic, Sacramento/San Joaquin flowing waters
Erethizon dorsatum	North American porcupine	Mammals	AMAFJ01010	523	7	None	None	G5	S3	null	IUCN_LC-Least Concern	Broadleaved upland forest, Cismontane woodland, Closed-cone coniferous forest, Lower montane coniferous forest, North coast coniferous forest, Upper montane coniferous forest
Eriogonum prociduum	prostrate buckwheat	Dicots	PDPGN084W0	33	10	None	None	G3	S3	1B.2	BLM_S-Sensitive, SB_BerrySB-Berry Seed Bank, USFS_S-Sensitive	Great Basin scrub, Pinon & juniper woodlands, Upper montane coniferous forest
Falco mexicanus	prairie falcon	Birds	ABNKD06090	451	5	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
Gratiola heterosepala	Boggs Lake hedge-hyssop	Dicots	PDSCR0R060	99	4	None	Endangered	G2	S2	1B.2	BLM_S-Sensitive	Freshwater marsh, Marsh & swamp, Vernal pool, Wetland
Haliaeetus leucocephalus	bald eagle	Birds	ABNKC10010	332	1	Delisted	Endangered	G5	S3	null	BLM_S-Sensitive, CDF_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern, USFS_S-Sensitive	Lower montane coniferous forest, Oldgrowth
Hesperoleucus mitrulus	northern roach	Fish	AFCJB19027	9	2	None	None	G2	S2	null	AFS_VU-Vulnerable, CDFW_SSC-Species of Special Concern	Aquatic, Sacramento/San Joaquin flowing waters
Heteranthera dubia	water star-grass	Monocots	PMPON03010	9	1	None	None	G5	S2	2B.2	IUCN_LC-Least Concern	Marsh & swamp
Lathyrus rigidus	rigid pea	Dicots	PDFAB250W0	10	1	None	None	G5	S1	2B.2	null	Great Basin scrub, Pinon & juniper woodlands
Lepus townsendii townsendii	western white-tailed jackrabbit	Mammals	AMAEB03041	24	1	None	None	G5T5	S3?	null	CDFW_SSC-Species of Special Concern	Alpine dwarf scrub, Great Basin grassland, Great Basin scrub, Pinon & juniper woodlands, Subalpine coniferous forest
Lithobates pipiens	northern leopard frog	Amphibians	AAABH01170	19	1	None	None	G5	S2	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Freshwater marsh, Great Basin flowing waters, Great Basin standing waters, Marsh & swamp, Wetland
Lomatium foeniculaceum ssp. macdougalii	Macdougal's lomatium	Dicots	PDAPI1B0M5	26	4	None	None	G5T4T5	S3	2B.2	null	Chenopod scrub, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands
Lomatium hendersonii	Henderson's lomatium	Dicots	PDAPI1B0T0	14	5	None	None	G5?	S2	2B.3	null	Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands

Lomatium roseanum	adobe lomatium	Dicots	PDAPI1B2G0	11	2	None	None	G2G3	S2	1B.2	BLM_S-Sensitive, USFS_S-Sensitive	Great Basin scrub, Lower montane coniferous forest
Lupinus latifolius var. barbatus	bearded lupine	Dicots	PDFAB2B29H	5	1	None	None	G5T2Q	S2	3.2	USFS_S-Sensitive	Upper montane coniferous forest
Lupinus pusillus var. intermontanus	intermontane lupine	Dicots	PDFAB2B3B1	19	3	None	None	G5T5?	S2	2B.3	null	Great Basin scrub
Lupinus uncialis	lilliput lupine	Dicots	PDFAB2B410	18	17	None	None	G4	S2	2B.2	BLM_S-Sensitive	Great Basin scrub, Limestone, Pinon & juniper woodlands
Mylopharodon conocephalus	hardhead	Fish	AFCJB25010	33	2	None	None	G3	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive	Klamath/North coast flowing waters, Sacramento/San Joaquin flowing waters
Myotis evotis	long-eared myotis	Mammals	AMACC01070	139	1	None	None	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern	null
Nemophila breviflora	Great Basin nemophila	Dicots	PDHYD0B020	23	1	None	None	G4G5	S3	2B.3	null	Great Basin scrub, Meadow & seep, Upper montane coniferous forest
Penstemon janishiae	Janish's beardtongue	Dicots	PDSCR1L3A0	14	11	None	None	G4	S1	2B.2	BLM_S-Sensitive	Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands
Penstemon sudans	Susanville beardtongue	Dicots	PDSCR1L620	151	1	None	None	G4	S4	4.3	BLM_S-Sensitive, SB_UCSC-UC Santa Cruz, USFS_S-Sensitive	Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands
Pogogyne floribunda	profuse-flowered pogogyne	Dicots	PDLAM1K070	105	3	None	None	G4	S3?	4.2	null	Meadow & seep, Vernal pool, Wetland
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	Monocots	PMPOT03080	25	2	None	None	G5	S2S3	2B.2	IUCN_LC-Least Concern	Marsh & swamp, Wetland
Potamogeton zosteriformis	eel-grass pondweed	Monocots	PMPOT03160	20	4	None	None	G5	S3	2B.2	null	Marsh & swamp, Wetland
Potentilla newberryi	Newberry's cinquefoil	Dicots	PDROS1B130	23	1	None	None	G3G4	S2S3	2B.3	null	Marsh & swamp, Vernal pool, Wetland
Rana pretiosa	Oregon spotted frog	Amphibians	AAABH01180	4	1	Threatened	None	G2	SH	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable	Aquatic, Meadow & seep
Ribes hudsonianum var. petiolare	western black currant	Dicots	PDGRO020N2	6	1	None	None	G5T5	S2	2B.3	null	Riparian scrub
Riella americana	American riella	Bryophytes	NBHEP31020	1	1	None	None	G3	S1	2B.2	null	Lower montane coniferous forest, Pinon & juniper woodlands, Wetland
Riparia riparia	bank swallow	Birds	ABPAU08010	299	4	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Riparian scrub, Riparian woodland
Rorippa columbiae	Columbia yellow cress	Dicots	PDBRA27060	26	1	None	None	G3	S2	1B.2	USFS_S-Sensitive	Alkali playa, Lower montane coniferous forest, Meadow & seep, Vernal pool, Wetland
Solidago lepida var. salebrosa	Rocky Mountains Canada goldenrod	Dicots	PDAST8P2D3	3	1	None	None	G5T5	S1	3.2	null	Marsh & swamp, Meadow & seep, Wetland
Stachys pilosa	hairy marsh hedge-nettle	Dicots	PDLAM1X1A0	33	3	None	None	G5	S3	2B.3	null	Great Basin scrub, Meadow & seep

Stuckenia filiformis ssp. alpina	northern slender pondweed	Monocots	PMPOT03091	21	1	None	None	G5T5	S2S3	2B.2	null	Marsh & swamp, Wetland
Taxidea taxus	American badger	Mammals	AMAJF04010	594	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, Ione formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland

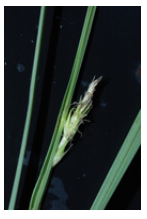
CNPS Rare Plant Inventory

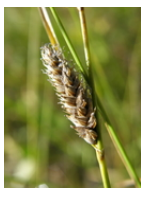
California Native Plant Society

Search Results

39 matches found. Click on scientific name for details

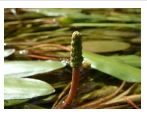
Search Criteria: Quad is one of [**4112045:4112046:4112056:4112055:4112054:4112044:4112034:4112035:4112036**]

▲ SCIENTIFIC NAME	COMMON NAME	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	CA RARE PLANT RANK	OTHER STATUS	GENERAL HABITATS	MICROHABITATS	CA ENDEMIC	PHOTO
Alisma gramineum	grass alisma	perennial rhizomatous herb (aquatic)	Jun-Aug	None	None	2B.2		Marshes and swamps (shallow freshwater)			 © 2016 John Doyen
Allium punctum	dotted onion	perennial bulbiferous herb	Apr-May	None	None	2B.2		Pinyon and juniper woodland	Rocky		 © 2021 Sarah Tona
Astragalus iodanthus var. *diaphanoides*	snake milk-vetch	perennial herb	Apr-Jun	None	None	4.3		Chenopod scrub, Great Basin scrub (clay, sandy)			No Photo Available
Astragalus pulsiferae var. *coronensis*	Modoc Plateau milk-vetch	perennial herb	(Apr)May-Jul	None	None	4.2	USFS_S	Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland	Gravelly, Sandy, Volcanic		No Photo Available
Atriplex gardneri var. *falcata*	falcate saltbush	perennial herb	May-Aug	None	None	2B.2		Chenopod scrub, Great Basin scrub	Alkaline (often)		No Photo Available
Azolla microphylla	Mexican mosquito fern	annual/perennial herb	Aug	None	None	4.2		Marshes and swamps (ponds, slow water)			No Photo Available
Carex atherodes	wheat sedge	perennial rhizomatous herb	Jun-Aug	None	None	2B.2	IUCN_LC	Marshes and swamps, Meadows and seeps, Pinyon and juniper woodland	Mesic		 ©2015 Dean Wm. Taylor

Carex lasiocarpa	woolly-fruited sedge	perennial rhizomatous herb	Jun-Jul	None	None	2B.3	IUCN_LC	Bogs and fens, Marshes and swamps (freshwater, lake margins)		 © 2011 Sierra Pacific Industries
Carex petasata	Liddon's sedge	perennial herb	May-Jul	None	None	2B.3		Broadleafed upland forest, Lower montane coniferous forest, Meadows and seeps, Pinyon and juniper woodland		 ©2019 Sierra Pacific Industries
Carex sheldonii	Sheldon's sedge	perennial rhizomatous herb	May-Aug	None	None	2B.2		Lower montane coniferous forest (mesic), Marshes and swamps (freshwater), Riparian scrub		 ©2015 Steve Matson
Dimeresia howellii	doublet	annual herb	May-Sep	None	None	2B.3		Lower montane coniferous forest, Pinyon and juniper woodland	Volcanic	 ©2016 Richard Spellenberg
Downingia laeta	Great Basin downingia	annual herb	May-Jul	None	None	2B.2	IUCN_LC	Great Basin scrub (mesic), Marshes and swamps (shallow freshwater), Meadows and seeps, Pinyon and juniper woodland (mesic), Vernal pools		No Photo Available

Erigeron elegantulus	volcanic daisy	perennial herb	Mar-Aug	None	None	4.3		Alpine boulder and rock field, Great Basin scrub, Pinyon and juniper woodland, Subalpine coniferous forest, Upper montane coniferous forest	Volcanic	 ©2018 Jason Matthias Mills
Eriogonum prociduum	prostrate buckwheat	perennial herb	May-Aug	None	None	1B.2	BLM_S; SB_BerrySB; USFS_S	Great Basin scrub, Pinyon and juniper woodland, Upper montane coniferous forest	Volcanic	No Photo Available
Gratiola heterosepala	Boggs Lake hedge-hyssop	annual herb	Apr-Aug	None	CE	1B.2	BLM_S	Marshes and swamps (lake margins), Vernal pools	Clay	 ©2004 Carol W. Witham
Hackelia cusickii	Cusick's stickseed	perennial herb	Apr-Jul	None	None	4.3		Alpine boulder and rock field, Pinyon and juniper woodland (rocky loam), Subalpine coniferous forest		 ©1998 Dan Post
Heteranthera dubia	water star-grass	perennial herb (aquatic)	Jul-Oct	None	None	2B.2	IUCN_LC	Marshes and swamps (alkaline, still, slow-moving water)	Alkaline	 ©2010 Louis-M. Landry
Lathyrus rigidus	rigid pea	perennial herb	Apr-Jul	None	None	2B.2		Great Basin scrub, Pinyon and juniper woodland	Disturbed areas (often)	 © 2008 Christopher L. Christie

Lomatium foeniculaceum ssp. *macdougalii*	Macdougal's lomatium	perennial herb	Apr-Jul	None	None	2B.2		Chenopod scrub, Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland	Volcanic	No Photo Available
Lomatium hendersonii	Henderson's lomatium	perennial herb	Mar-Jun	None	None	2B.3		Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland	Clay, Rocky	 ©2007 Norman Jensen
Lomatium roseanum	adobe lomatium	perennial herb	May-Jul	None	None	1B.2	BLM_S; USFS_S	Great Basin scrub, Lower montane coniferous forest	Gravelly, Openings, Rocky	No Photo Available
Lupinus latifolius var. *barbatus*	bearded lupine	perennial herb	Jun-Jul	None	None	3.2	USFS_S	Upper montane coniferous forest (mesic)		No Photo Available
Lupinus pusillus var. *intermontanus*	intermontane lupine	annual herb	May-Jun	None	None	2B.3		Great Basin scrub (sandy)		No Photo Available
Lupinus uncialis	lilliput lupine	annual herb	May-Jul	None	None	2B.2	BLM_S	Great Basin scrub, Pinyon and juniper woodland	Gravelly, Volcanic	No Photo Available
Mertensia oblongifolia var. *oblongifolia*	sagebrush bluebells	perennial herb	Apr-Jul	None	None	2B.2		Great Basin scrub, Lower montane coniferous forest, Meadows and seeps, Subalpine coniferous forest	Mesic (usually)	No Photo Available
Nemophila breviflora	Great Basin nemophila	annual herb	May-Jul	None	None	2B.3		Great Basin scrub, Meadows and seeps, Upper montane coniferous forest	Mesic	 ©2013 Trent M. Draper

Penstemon janishiae	Janish's beardtongue	perennial herb	May-Jul	None	None	2B.2	BLM_S	Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland	Gravelly, Volcanic	 Christopher L. Christie 2005
Penstemon sudans	Susanville beardtongue	perennial herb	Jun-Jul(Aug-Sep)	None	None	4.3	BLM_S; SB_UCSC; USFS_S	Great Basin scrub, Lower montane coniferous forest (openings), Pinyon and juniper woodland	Roadsides (sometimes), Rocky, Volcanic	No Photo Available
Pogogyne floribunda	profuse-flowered pogogyne	annual herb	May-Sep(Oct)	None	None	4.2		Meadows and seeps, Vernal pools	Clay	 © 2012 Dean Wm. Taylor, Ph.D.
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	perennial rhizomatous herb (aquatic)	(Jun)Jul-Sep	None	None	2B.2	IUCN_LC	Marshes and swamps (shallow freshwater)		 Louis-M. Landry, 2010
Potamogeton zosteriformis	eel-grass pondweed	annual herb (aquatic)	Jun-Jul	None	None	2B.2		Marshes and swamps (freshwater)		No Photo Available
Potentilla newberryi	Newberry's cinquefoil	perennial herb	May-Aug	None	None	2B.3		Marshes and swamps (drying margins), Vernal pools		 © 2006 Keir Morse
Psilocarphus elatior	tall woolly-marbles	annual herb	May-Aug	None	None	4.3		Meadows and seeps, Valley and foothill grassland, Vernal pools	Vernally Mesic	No Photo Available
Ribes hudsonianum var. *petiolare*	western black currant	perennial deciduous shrub	May-Jul	None	None	2B.3		Riparian scrub		No Photo Available
Riella americana	American riella	liverwort (aquatic)	Aug-Sep	None	None	2B.2		Lower montane coniferous forest, Pinyon and juniper woodland		No Photo Available

Rorippa columbiae	Columbia yellow cress	perennial rhizomatous herb	May-Sep	None	None	1B.2	USFS_S	Lower montane coniferous forest, Meadows and seeps, Playas, Vernal pools	Mesic		©2013 Justy Leppert
Solidago lepida var. *salebrosa*	Rocky Mountains Canada goldenrod	perennial rhizomatous herb	Jul-Sep	None	None	3.2		Marshes and swamps (lake margins, streambanks), Meadows and seeps (mesic)			No Photo Available
Stachys pilosa	hairy marsh hedge-nettle	perennial rhizomatous herb	Jun-Aug	None	None	2B.3		Great Basin scrub (mesic), Meadows and seeps			©2020 Richard Spellenberg
Stuckenia filiformis ssp. *alpina*	northern slender pondweed	perennial rhizomatous herb (aquatic)	May-Jul	None	None	2B.2		Marshes and swamps (shallow freshwater)			Dana York (2016)

Showing 1 to 39 of 39 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 21 September 2023].

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Klamath Falls Fish And Wildlife Office
1936 California Avenue
Klamath Falls, OR 97601
Phone: (541) 885-8481 Fax: (541) 885-7837

In Reply Refer To:
Project Code: 2023-0021084
Project Name: 02-0J590 Alturas CAPM

September 20, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Klamath Falls Fish And Wildlife Office
1936 California Avenue
Klamath Falls, OR 97601
(541) 885-8481

PROJECT SUMMARY

Project Code: 2023-0021084
Project Name: 02-0J590 Alturas CAPM
Project Type: Road Repair
Project Description: Overlay SR 299 from PM 40.4 to 40.63 and SR 395 from R17.5 to 34.0 from edge of pavement to edge of pavement with RHMA-G. Overlay paved driveways and public road connections to the right-of-way. Digouts in areas of localized pavement distress. Place shoulder backing where curb and gutter are not present. Cold plane in areas with curb and gutter, bridge approaches, road connections, railroad crossings, and around the Inspection Facility. Repair or replace 17 culverts including a perforated steel pipe. Reconstruct 59 curb ramps through Alturas to meet ADA standards. Replace the concrete valley gutter at the intersection of 10th Street (both sides), the intersection of N. Court Street (both sides), and the intersection of N. East Street (north side). Replace 49 signs throughout the project limits. Replace 4,050 feet of existing MBGR with 4,887.5 feet of MGS. Replace 11 existing loops and install six new loops, two new piezos, and two new cabinets.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.52853065,-120.4706806247735,14z

Counties: Modoc County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Gray Wolf *Canis lupus* Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is **final** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

BIRDS

NAME	STATUS
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Greene's Tuctoria *Tuctoria greenei*	Endangered
There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1573	
Slender Orcutt Grass *Orcuttia tenuis*	Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1063	

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

The following FWS National Wildlife Refuge Lands and Fish Hatcheries lie fully or partially within your project area:

FACILITY NAME	ACRES
MODOC NATIONAL WILDLIFE REFUGE https://www.fws.gov/our-facilities?$keywords="%5C%22MODOC+NATIONAL+WILDLIFE+REFUGE%5C%22"	7,100.235

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read the supplemental information and specifically the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

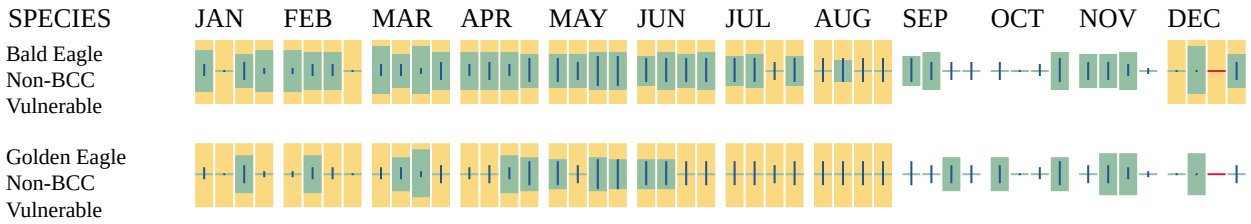
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Managment https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American White Pelican *pelecanus erythrorhynchos* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Black Tern *Chlidonias niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Cassin's Finch *Carpodacus cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Franklin's Gull *Leucophaeus pipixcan* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker *Melanerpes lewis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Marbled Godwit *Limosa fedoa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere

NAME	BREEDING SEASON
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird *selasphorus rufus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Sage Thrasher *Oreoscoptes montanus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Yellow Rail *Coturnicops noveboracensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9476	Breeds May 15 to Sep 10

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read the supplemental information and specifically the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

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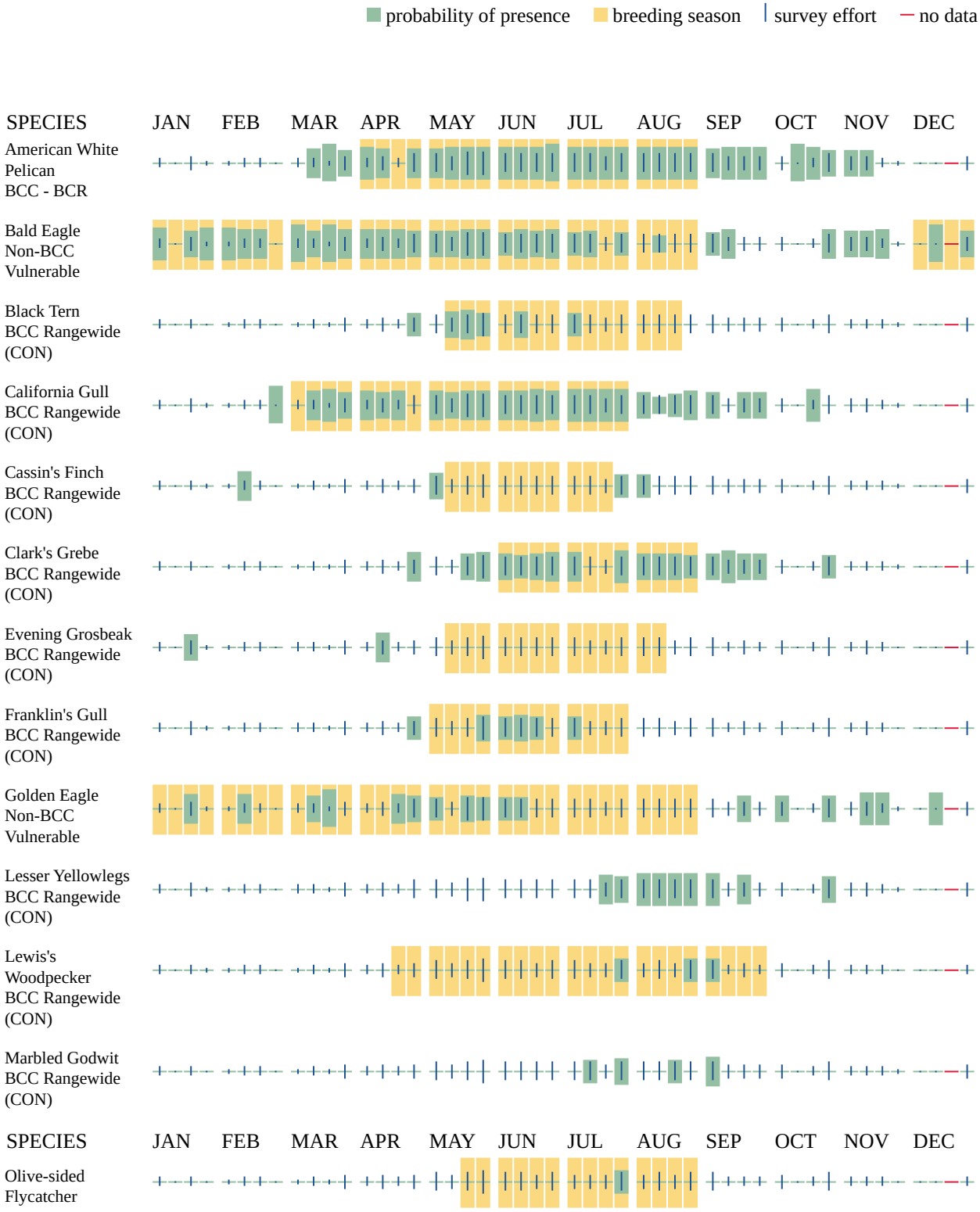

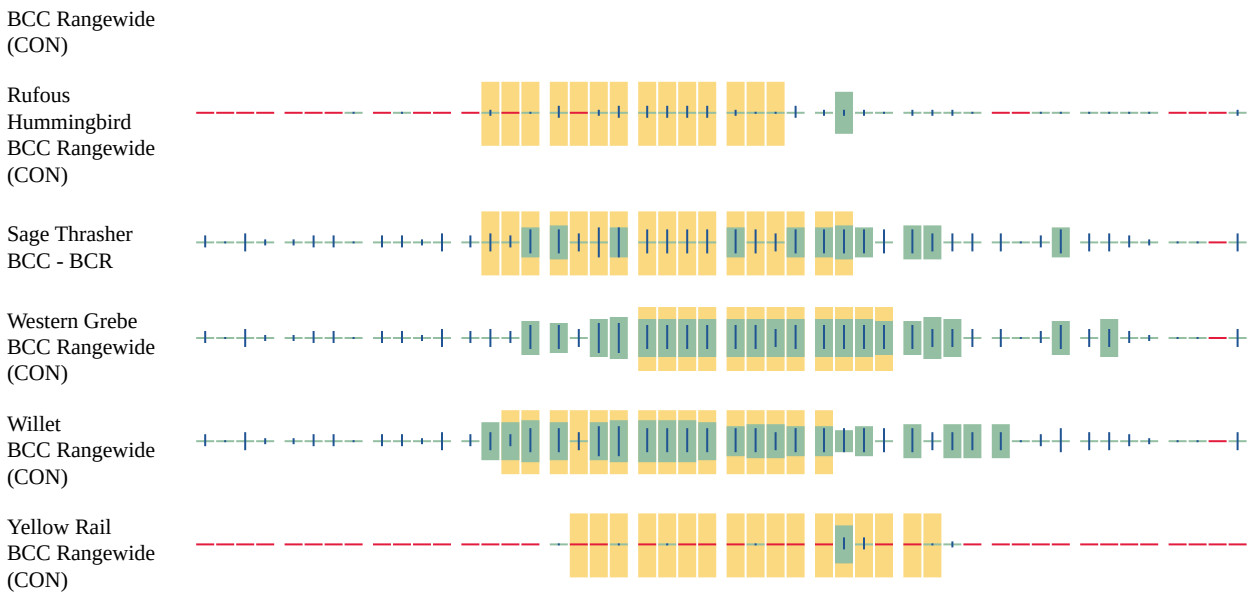

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- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R2ABF
- R4SBC
- R2ABHx

- R2UBH
- R4SBA
- R2ABFx

FRESHWATER EMERGENT WETLAND

- PEM1A
- PEM1C
- PEM1F

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1C

FRESHWATER POND

- PABFh

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 2
Name: Alyssa Herring
Address: 703 B St
City: Marysville
State: CA
Zip: 95901
Email alyssa.herring@dot.ca.gov
Phone: 5307085148

Appendix D. SHPO Concurrence Letter

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 9, 2023

VIA EMAIL

In reply refer to: FHWA_2023_1016_001

Mr. David Price, Office Chief, Acting
Cultural Studies Office
Caltrans Division of Environmental Analysis
PO Box 942874
Sacramento, CA 94274

Subject: Determinations of Eligibility for the Proposed Alturas Capital Preventative Maintenance Project, Modoc County, CA

Dear Mr. Price:

Caltrans, as assigned by the Federal Highway Administration, is initiating consultation regarding the above project in accordance with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), an Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

The Caltrans District 2 proposes a Capital Preventative Maintenance (CAPM) project to extend the life of pavement along United States Route (US) 395 and State Route (SR) 299 in Modoc County between Post Mile (PM) R17.5/34.0 and PM 40.4/40.63, respectively. The project extends north and south through the City of Alturas.

The area of potential effect (APE) includes the project's Environmental Study Limits, staging, and project areas. The horizontal APE is approximately 200 acres in total, delineated to encompass the whole project area, which is 88,334 linear feet (16.73 miles) long. The horizontal APE is approximately 80 feet wide (or less) to accommodate the current roadway and the proposed widening of certain areas.

Pursuant to 36 CFR 800.4(c)(2), Caltrans requests concurrence that the following properties are eligible for the National Register of Historic Places (NRHP) for the reasons listed below:

- Masonic Temple, 328 N Main Street, Alturas – eligible under Criterion C at the local level, with a period of significance of 1929, as an excellent local example of the Commercial Block style in three-story form

- Niles Theater, 127 S Main Street, Alturas – eligible under Criterion C at the local level, with a period of significance of 1937, as a distinctive local example of Moorish Revival architecture
- Laird Building, 201-211 S Main Street, Alturas – eligible under Criterion C at the local level, with a period of significance of 1909, as a distinctive local example of a Two-Part Commercial Block made of quarried cut stone
- Hotel Niles, 304 S Main Street, Alturas – eligible under Criterion C at the local level, with a period of significance of 1911, as a distinctive local example of Commercial Block in the three-story form
- Veterans Memorial Building, 508 Main Street, Alturas – eligible under Criterion A at the local level for important associations with the social, recreational and administrative history of Alturas and Modoc County.eligible The properties is also eligible under Criterion C at the local level, as an excellent local example of Spanish Colonia Revival architecture. The period of significand is from 1932-1973.
- Modoc County Recorder's Office, 508 Main Street, Alturas – eligible under Criterion A at the local level, with a period of significance from 1879-1914, for its important associations with the administrative history of Modoc County

Caltrans has also determined that the following properties are not eligible for the NRHP and is requesting concurrence:

- Building at 326 North Main Street, Alturas
- Building at 245 North Main Street, Alturas
- Building at 115 North Main Street/110 West 1st Street, Alturas
- Building at 104 North Main Street/106 East 1st Street, Alturas
- Building at 119 South Main Street, Alturas
- Building at 202 South Main Street, Alturas
- Building at 228 South Main Street/ 230 South Main Street/106 E Modoc Street, Alturas
- Building at 301-309 South Main Street/105-117 West Modoc Street, Alturas
- Building at 326 South Main Street, Alturas
- Building at 411 / 415 South Main Street, Alturas
- Building at 439 South Main Street, Alturas
- Building at 509 & 517 South Main Street/103 Henderson Street, Alturas
- Old County Jail, 508 South Main Street, Alturas
- Veteran's Memorial Monument and Flagpole, 508 Main Street, Alturas
- Memorial Park, 508 Main Street, Alturas

Caltrans is considering the following properties to be eligible for the NRHP for the purposes of this project only and will protect them in their entirety with an Environmentally Sensitive Area, to be documented through continuing consultation in accordance with 36 CFR 800.5:

- P-25-001323: Prehistoric lithic scatter
- P-25-001324: Prehistoric lithic scatter
- P-25-004104: Prehistoric lithic scatter
- P-25-001325: Prehistoric lithic scatter
- P-25-001801: Prehistoric campsite with lithic scatter
- P-25-004103: Prehistoric lithic scatter and historic refuse scatter
- P-25-004298: Prehistoric lithic and groundstone scatter
- P-25-004299: Prehistoric lithic scatter
- P-25-007340: Prehistoric lithic scatter
- P-25-007341: Prehistoric lithic scatter
- P-25-007342: Historic concrete water conveyance system
- P-25-007343: Prehistoric lithic scatter
- P-25-007344: Prehistoric lithic scatter
- P-25-007345: Prehistoric lithic scatter
- P-25-007346: Historic diversion dam
- P-25-007347: Prehistoric lithic scatter

Based on review of the submitted documentation, the SHPO has the following comments:

1. The area of potential effect delineated for the undertaking appears appropriate.
2. Identification efforts for this project appear adequate.
3. I concur with the above determinations.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix E. Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 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 an 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 SHPO is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 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.

APPLICATION OF SECTION 4(F)

There is U.S. Department of Transportation funding in the project. Therefore, as there is federal funding, Section 4(f) would apply.

Section 4(f) Properties

There are publicly owned lands of a public park within the project area. Alturas City Park, a Section 4(f) property owned by Modoc County, is located within the project area.

Determination of "Use" under Section 4(f)

It is determined that the subject property triggers the provisions of Section 4(f), per the 23 CFR 774.17 definition of "Use."

Use occurs when:

a. land is permanently incorporated into a transportation facility (permanent acquisition or permanent easement), or

b. there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purpose, or

c. there is (are) proximity impact(s) that substantially impair(s) the purpose of the land (this is called constructive use). An example of constructive use would be excessive noise near an amphitheater. Constructive uses are very rare.

For right of way purposes, the project will permanently acquire two pieces of land from Modoc County, which are approximately 200 square feet each. The two pieces of land are triangular and located on the northwest and southwest corners of the parcel (see Figure 8 below).

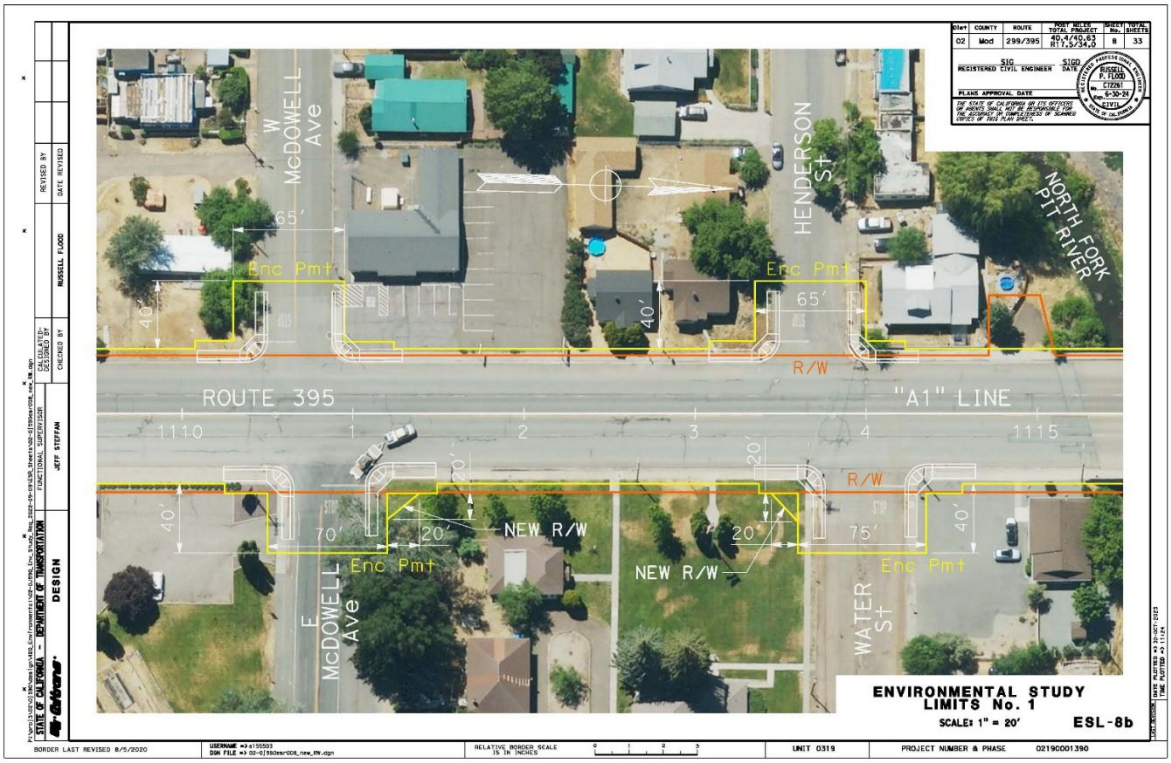

Figure 8. Section 4(f) Property Acquisition Map

Section 4(f) Exceptions

There are seven exceptions to the "use" of Section 4(f) properties (23 CFR 774.13). For the purposes of Section 4(f), the project does not qualify for an exception due to the permanent acquisition of the land. The project cannot meet the conditions for an exception. Therefore a "use" for purposes of Section 4(f) has occurred per 23 CFR 774.13(d), 23 CFR 774.17

Section 4(f) Determination Criteria

There are three types of approval to the "use" of a Section 4(f) property: (1) *de minimis,* (2) programmatic, and (3) individual.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the 4(f) property. The *de minimis* impact finding considers avoidance, minimization, compensation, or enhancement measures. Following an opportunity for public review and comment, the official(s) with jurisdiction over the property must provide written concurrence; only then can the Department (as assigned by the FHWA) make the final determination on the *de minimis* impact finding.

The amount of land being permanently acquired is marginal and consists of undeveloped grassland, which has no impact on the activities, features and attributes of the 4(f) property (see photos below).

Photo 1. New right of way.

Photo 2. New right of way.

SECTION 4(F) *DE MINIMIS* DETERMINATION

Regulatory Setting

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Environmental Setting

The parcel containing 4(f) resources is owned by Modoc County. It is approximately 2.76 acres (120,225 square feet), is rectangular in shape, and contains multiple structures. The parcel includes Alturas City Park, a Veterans Memorial Park monument, multiple historic buildings (one of which is home to the Alturas Chamber of Commerce) and an historic "T-marker" that mentions Lassen Trail. The public has access to visit the historical markers and buildings for recreational purposes. Alturas City Park offers a playground for children to recreate.

Use of Section 4(f) Property

Caltrans proposes to use two sections of land, which are approximately 200 square feet each. The sections of land are in the northwest and southwest corners of the parcel and consist of grassland. The land acquisition is needed for additional right of way, which is required for the installation and maintenance of required ADA compliant curb ramps.

de Minimis Determination

Due to the negligible amount of land being acquired, as well as the characteristics and locations of the land being acquired, the impact to Section 4(f) resources is *de minimis*. The activities, features and attributes of the 4(f) property will not be impacted by the land acquisition.

Public Notice Process

The Section 4(f) analysis and determination will be circulated as a part of the Initial Study/Negative Declaration. The public will have 30 days to comment on the project's impacts to 4(f) resources.