

EL DORADO 50 CAPM PROJECT

INITIAL STUDY

with Proposed Negative Declaration



EL DORADO COUNTY, CALIFORNIA

DISTRICT 3 – ED – 50 – Post Miles 39.70 to 58.85

EA: 03-0J160 / EFIS: 0320000113

**Prepared by the
State of California Department of Transportation**



April 2024



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental effects of the proposed project on United States (U.S.) 50 in El Dorado County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this document.
- Additional copies of this document and related technical studies are available for review at:
 - El Dorado County Library - 6210 Pony Express Trail, Pollock Pines, CA 95726
 - El Dorado County Library - 1000 Rufus Allen Blvd., South Lake Tahoe, CA 96150
 - Caltrans District 3 Office - 703 B Street, Marysville, CA, 95901, 2nd floor Public Desk.
- This document may be digitally viewed via Caltrans weblink: <https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs>
- Attend the public meeting:
 - April 24th, 2024, at the Town Hall located at 549 Main Street in Placerville, CA 95667
- 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 to Caltrans by the deadline.
- Please send comments via U.S. mail to:
 - California Department of Transportation District 3
 - Attention: Danielle Ruiz - Environmental 3rd Floor
 - North Region Environmental
 - 703 B Street
 - Marysville, CA 95901
- Send comments via e-mail to: ED50.CAPM@dot.ca.gov
- Be sure to send comments by the deadline: **May 17th, 2024**

What happens after this?

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

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: John O'Connell, North Region Public Information Officer-District 3, 703 B Street, Marysville, CA 95501; (530) 701-9459 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.

EL DORADO 50 CAPM PROJECT

Improve, preserve, and extend the pavement service life; rehabilitate drainage systems; and upgrade Transportation Management System elements, guardrail, lighting, and signs.

U.S. 50 in El Dorado County,
between Post Mile 39.70 at Ice House Road to Post Mile 58.85 west of
Pyramid Creek Bridge

INITIAL STUDY

With Proposed Negative Declaration

Submitted Pursuant to: **Division 13, California Public Resources Code**

THE STATE OF CALIFORNIA
Department of Transportation

4/2/2024

Date of Approval

Dotrik Wilson

Dotrik Wilson, Interim Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

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

Danielle Ruiz, North Region Environmental-District 3 703 B Street, Marysville, CA 95901 (530) 812-7432 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 a Capital Maintenance pavement and culvert rehabilitation project on U.S. 50 between post miles 39.70 and 58.85 in El Dorado County, California. Additional project features include improvements to existing drainage systems and upgrades to lighting, guardrails, two-post ground-mounted signs, and Traffic Management System (TMS) elements.

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

- Agricultural and Forest Resources
- Geology and Soils
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wild and Scenic Rivers
- Wildfire

The project would have *Less than Significant Impacts* to

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Waste
- Hydrology and Water Quality
- Noise

Dotrik Wilson

Dotrik Wilson, Interim Office Chief
North Region Environmental – District 3
California Department of Transportation
CEQA Lead Agency

4/2/2024

Date



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List of Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AB	Assembly Bill
ABMPs	Additional Best Management Practices
ARZ	Absorber Root Zone
BMPs	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
°C	degrees Celsius
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
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGP	Construction General Permit
CH ₄	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
CRPR	California Rare Plant Rank
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
Department	Caltrans
DOT	Department of Transportation
DP	Director's Policy
DPS	Distinct Population Segment

Acronym/Abbreviation	Description
DWR	Department of Water Resources
ECL	Environmental Construction Liaison
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
°F	degrees Fahrenheit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FERS	Floodplain Evaluation Report Summary
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMP	Fishery Management Plan
FR	Federal Register
GHG	greenhouse gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HFCs	hydrofluorocarbons
HVF	High-Visibility Fencing
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study / Mitigated Negative Declaration
IS/ND	Initial Study / Negative Declaration
LCFS	low carbon fuel standard
LRA	Local Responsibility Area
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MGS	Midwest Guardrail System
MMT	million metric tons
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MTP	Metropolitan Transportation Plan

Acronym/Abbreviation	Description
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NC	Northern California
NCRWQCB	North Coast Regional Water Quality Control Board
NCSC	Natural Communities of Special Concern
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
OHWM	Ordinary High-Water Mark
OPR	Governor's Office of Planning and Research
PBO	Programmatic Biological Opinion
PDT	Project Development Team
PIR	Project Initiation Report
PLOC	Programmatic Letter of Concurrence
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	ED 50 CAPM
PRC	Public Resources Code (California)
RCP	Representative Concentration Pathways 8.5 Emissions Scenario
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAFE	Safer Avoidable Fuel-Efficient (vehicles)
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SLR	Sea Level Rise
SNC(s)	Sensitive Natural Community(ies)
SO ₂	sulfur dioxide

Acronym/Abbreviation	Description
SPCC Plan	Spill Prevention, Control, and Countermeasures Plan
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THVF	Temporary High Visibility Fencing
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
U.S. or US	United States
U.S. 101 or US 101	U.S. (United States) Highway 101
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
USFWS	U.S. Fish and Wildlife Service
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
VROOM	Variety in Rural Options of Mobility (County of Humboldt)
WPCP	Water Pollution Control Program
WQAR	Water Quality Assessment Report



Chapter 1. Proposed Project

1.1 Project History

U.S. 50 begins at Interstate 80 in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. It is designated as a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe.

The El Dorado 50 CAPM Project was proposed in response to the Pavement Management System's Pavement Condition Summary Report (PaveM), as well as the State Highway Operation and Protection Program (SHOPP) Project Accomplishment -Performance Measures/Benefits Report dated June 22, 2021. Approval was initially granted for funding to address all elements in Alternative 1 Phase 1, with Alternative 1 Phase 2 being funded upon available resourcing.

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

1.2 Project Description

The California Department of Transportation (Caltrans) proposes a preventative maintenance project on U.S. 50 between post mile (PM) 39.70 and PM 58.85 in El Dorado County, California. This project proposes pavement maintenance within the project limits and includes improvements to existing drainage systems and upgrades to lighting, guardrails, two-post ground-mounted signs, and Traffic Management System (TMS) elements.

Project Objective

Purpose

The purpose of this project is to preserve and extend the service life of the existing pavement and extend the service life of drainage systems by replacing fair and poor condition systems. This project also improves safety by replacing existing roadway lighting and upgrading one CMS sign, existing two-post signs, and existing guardrails to the current standards.

Need

This project is needed to address the poor condition pavement within the project limits. A total of 42.7 lane miles of existing flexible pavement within the project limits is projected to be in fair condition by the construction year 2025 and the existing pavement is expected to further deteriorate in the absence of proper pavement maintenance action. Culvert assessment for this project indicates that multiple culverts are in fair and poor condition which impacts the quality of the existing roadway pavement. Drainage systems in fair or poor condition require rehabilitation and replacement to restore functionality. Additionally, nonstandard guardrails, two-post ground-mounted signs, luminaires, and overhead signs need to be upgraded to meet the current standards.

Proposed Project

Scope of Work

Pavement - PM 39.70 to PM 58.70:

- Cold plane 0.10 feet of existing pavement.
- Place 0.20 feet of hot mix asphalt (HMA).
- Place shoulder backing material at the outside edge of both shoulders.
- Replace HMA dikes with rolled-concrete dikes.
- Replace traffic stripes and pavement markings.
- Repair locations of severe existing asphalt pavement failure with material dig-outs.
- Pave driveway, turnout, and local road conforms.
- Place centerline rumble strips throughout project limits.

Road Elements

- Replace damaged utility service pedestals at PM 51.89
- Install six (6) paved maintenance vehicle pullouts (MVPs) at PM 41.45, 46.96, 50.80, 51.65, 58.20 and 58.90.
- Install Chain control camper pad at PM 47.36, PM 52.03, and PM 54.69.

Drainage - Rehabilitate 39 culverts and 21 overside drains in fair to poor condition:

- Remove and replace 36 culverts with reinforced concrete pipes.
- Abandon two (2) culverts at PM 47.18 and install two (2) new 18-inch reinforced concrete pipes alongside U.S. 50 in the westbound direction and connect to the 36-inch culvert at PM 47.05.
- Install one (1) concrete invert paving at PM 44.25.
- Remove and replace existing headwalls.
- Remove and replace 21 overside drainpipes with overside drain flumes.
- Place rock slope protection (RSP).
- Place culvert markers.

Guardrail

- Replace 23,200-feet of the metal beam guard rail (MBGR) with steel post Midwest Guardrail System (MGS) and bring appropriate end treatments to current standards.

Bridge Rail

- Replace bridge rails that have shifted at the abutments and replace conduits that have separated, requiring surface mounted conduits at the bridge rails at PM 44.15.

Signs

- Remove and replace two-post roadside signs.

Lighting

- Replace one (1) roadway lighting system on U.S. 50 at PM 47.27.
- Replace one (1) roadway lighting system at PM 44.15.
- Install Roadway lighting system at PM 47.36, PM 52.03, and PM 54.69.
- Install flashing beacon at PM 47.36, PM 52.03, and PM 54.69

Traffic Management System

- Upgrade Changeable Message Sign (CMS) at PM 58.85.
- Install CMS and Closed-Circuit Television (CCTV) camera at PM 51.6.

Vegetation Removal

- Remove vegetation around culverts.

Right of Way - To access culverts inlets and/or outlets that fall outside of state right of way:

- Five (5) Temporary Construction Easements would be obtained for access to Assessor's Parcel Number (APN) -
 - 011-110-023-000 at PM 39.7.
 - 011-150-007 at PM 40.48.
 - 011-180-001 at PM 42.43.
 - 011-200-014 at PM 42.55.
 - 011-200-007 at PM 42.55.
- Six (6) permanent easements with the U.S. Forest Service would be utilized
 - 011-110-022 at PM 40.48.
 - 012-110-070 at PM 46.81
 - 012-110-037 at
 - PM 46.92
 - PM 46.97
 - PM 47.05
 - PM 47.18



Figure 1. Project Vicinity

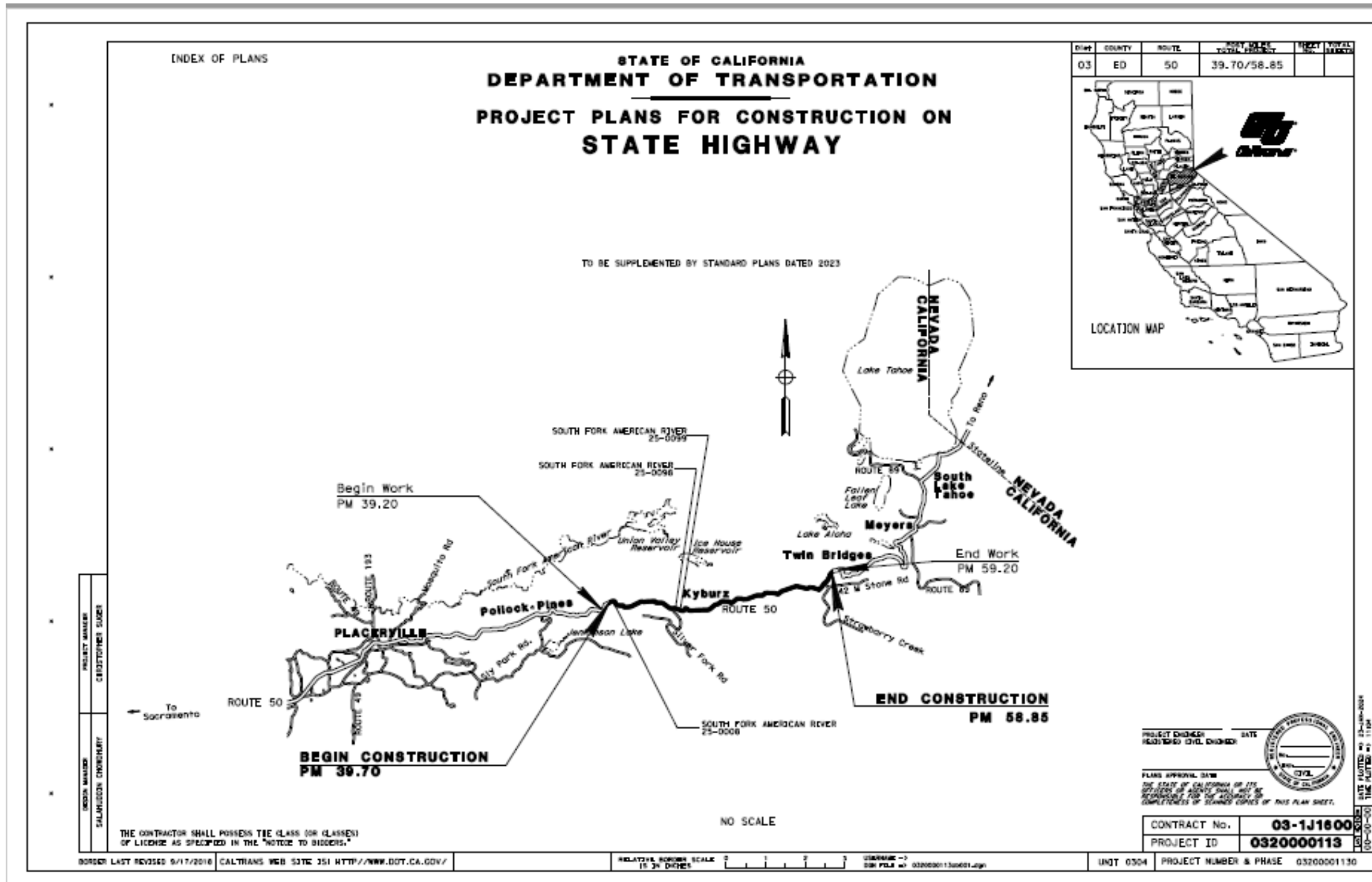


Figure 2. Project Location Map

General Plan Description, Zoning, and Surrounding Land Uses

El Dorado County (County) General Plan (GP) last amendment on December 10, 2019, establishes land use designations and polices that identify a range of zoning options and surrounding land uses. According to the County GP, this section of U.S. 50 is classified as a Rural Region, which has a land use pattern that maintains the open character of the County, preserves its natural resources, recognizes the constraints of the land and the limited availability of infrastructure and public services, and preserves the agricultural and forest/timber area to ensure its long-term viability for agriculture and timber operations.

Within this Rural Region, most of the land use designation is classified as Natural Resources, but the communities of Kyburz and Strawberry are considered Rural Centers. According to the GP, to meet the commercial and service needs of the residents of the Rural Centers, as well as the Rural Regions, the predominant land use type within these centers shall be commercial and higher density residential development. Thus, Kyburz and Strawberry has a mixed land use that includes Commercial, Open Space, and High, Medium, and Low-Density Residential. Although the community of White Hall does not have a Rural Center designation, it has a mix of Commercial and both High and Medium Density Residential.

The landscape within and around the project primarily consists of designated natural resources, many of which fall within or adjacent to the Eldorado National Forest, which is managed by the U.S. Forest Service (USFS). The Forest is nestled in the central Sierra Nevada Mountains within the ancestral territories of the Miwok, Washoe and Nisenan people. These tribal groups continue to live and thrive in the western Sierra foothills and the adjacent leading to the east slope of the Sierras. Recreational places, such as USFS campgrounds, day use areas, and river access points, combine with rural residential homes, small communities, and tribal territories, all of which are surrounded by forested mountains and views of the Upper South Fork American River and its tributaries.

1.3 Permits and Approvals Needed

The following table indicates the permitting agency, permits/approvals and status of permits required for the project.

Table 1. Agency, Permit/Approval and Status

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1600 Lake and Streambed Alteration Agreement (LSAA)	Pending

1.4 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, and resource management plans. 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. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies. 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. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.

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

Aesthetics Resources

- AR-2:** 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-3:** Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.
- AR-4:** Where feasible, construction lighting would be limited to within the area of work.
- AR-5:** 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 five days 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. 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.

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 which 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)* for all field gear and equipment in contact with water.

BR-4: Plant Species and Sensitive Natural Communities

- A. After completion, 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.

Cultural Resources

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, Seismic/Topography, and Paleontology

- 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.
- GS2:** 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.
- GHG-2:** Caltrans would comply 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 that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).
- GHG-4:** Caltrans would use a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.
- GHG-6:** Pedestrian and bicycle access would be maintained on U.S. Highway 50 during project activities.

Hazardous Waste and Material

- 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 “Residue Containing Lead from Paint and Thermoplastic.”

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

Noise

N-1: Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, “Noise Control,” which states the following:

- Control and monitor noise resulting from work activities.
- Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.

Traffic and Transportation

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.

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 U.S. Highway 50 throughout the construction period.

UE-3: The project is located within the very high CAL FIRE Threat Zone. 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 MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022, and effective on January 1, 2023) If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (Order 2009-0009-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order No. 2022-0033-DWQ) or Water Pollution Control Program (WPCP) (for 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.

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 Construction Site Best Management Practices (BMP) Manual* (Caltrans 2017) 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.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.

- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed off-site.
- 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.
- Soil-disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan* (Caltrans 2016). This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order No. 2022-0033-DWQ) as amended by subsequent orders.

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

- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

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

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 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 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 its 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. 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 (CAL. PUB. RES. CODE § 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.

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 be affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. Each BSA should be identified and defined. If the project is within the Coastal Zone, this area would also include the required 100 foot buffer.

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 Visual Impact Assessment (VIA) Checklist prepared July 13, 2023. The proposed project would have no effect on a scenic vista, would not damage scenic resources, would not degrade the existing visual character or quality of the site or its surroundings, and would not create a new source of light or glare.

Standard measures and Best Management Practices (BMPs) as outlined in Chapter 1 Section 1.4 would be implemented to further avoid and/or minimize any potential impacts, as feasible.

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
<p>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?</p>				✓
<p>Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>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))?</p>				✓
<p>Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation Farmland Mapping & Monitoring Program accessed February 21, 2024, and the El Dorado County General Plan - Conservation and Open Space Element dated December 10, 2019. There are no farm or timberland resources located within the project limits. Thus, there is no impact.

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 (CAA) 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.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this 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 requirements do not apply

in unclassifiable/attainment areas for National Ambient Air Quality Standards (NAAQS) and do not apply at all for state standards regardless of the status of the area.

Affected Environment

U.S. 50 serves as a major east-west connector in California within Caltrans District 3. This project begins at Ice House Road and continues to about 1.0 miles west of Pyramid Creek Bridge. This portion of the highway is a two-lane conventional highway facility with multiple passing lanes in both directions. The area surrounding this section of U.S. 50 is classified as a rural and is within or adjacent to the Eldorado National Forest with minimal commercial and scattered residential areas mostly occurring in the communities of Kyburz, Strawberry, and White Hall.

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 2.3—Air Quality

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

No Impact:

Based on the Air Quality Analysis Memo prepared March 20, 2023, this project would not conflict or impede any air quality plan since there would not be changes to traffic volumes, capacity, vehicle miles traveled (VMT), fleet mix, speed, location of existing facilities, or any other factor that would increase long-term operational emissions. A discussion of greenhouse gas emissions is provided in Section 2.8. Thus, no impact.

- 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?*

Less Than Significant:

No cumulatively considerable net increase of any criteria pollutant would occur since this project region is in attainment and the scope would not increase capacity. Only temporary impacts are anticipated, and standard measures and Best Management Practices (BMPs) as

outlined in Chapter 1 Section 1.4 would be implemented. Thus, there would be a less than significant impact.

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

Less Than Significant:

Sensitive receptors are children, elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. There is one known “sensitive receptor” group in the vicinity of the project: Silver Fork Elementary School on Sugar Loaf Avenue in Kyburz, approximately adjacent to U.S. 50 between PM 48.00 to 48.20. The project may result in fugitive dust and exhaust from construction equipment, and it may also be generated during excavation, grading, and hauling activities. However, although a sensitive receptor group is in the vicinity, the impact would be temporary, and the distance between the school and U.S. 50 is approximately 0.15 feet of forested terrain, and any dust and emissions would be reduced and controlled with Standard measures and BMPs as stated above. Thus, there would be a less than significant impact.

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

No Impact:

Due to the project being maintenance of an existing high volume interstate highway, and the low population density and rural nature of the project vicinity, a change in odorous emissions that would affect a substantial number of people would not occur. Thus, no impact.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>			✓	
<p>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?</p>			✓	
<p>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?</p>				✓
<p>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?</p>				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>				✓
<p>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?</p>				✓

Regulatory Setting

Within this section of the document, the topics are separated into Sensitive Natural Communities, 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 U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) candidate species, California Department of Fish and Wildlife (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 sensitive natural communities (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.

Plant Species

The USFWS and 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, as amended–
16 USC Section 1801

Invasive Species

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

Affected Environment

A Natural Environment Study (NES) (Caltrans 2024d) was prepared for the project. Caltrans coordinated with water quality specialists and agency personnel from CDFW, and U.S Forest Service - Eldorado National Forest Placerville Ranger District. See Chapter 3 for a summary of these coordination efforts and professional contacts.

The Environmental Study Limits (ESL), provided by the Caltrans Design team at the beginning of the environmental study process, is the area encompassing the project footprint where there could potentially be direct and indirect disturbance by construction activity. The Affected Environment describes the project area’s physical and biological conditions, including vegetation, special status species, common wildlife, habitat connectivity, dispersal/migration corridors, aquatic resources, and invasive species.

A literature search was conducted to obtain sensitive species information for the Riverton, Kyburz, Old Iron Mountain, and Leek Spring Hill United States Geological Survey (USGS) 7.5-minute topographic quadrangles. The following web-based resources were referenced: USFWS IPac Endangered and Threatened Species Database, National Marine Fisheries Service (NMFS) online species list, CDFW California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants.

The Biological Study Areas (BSAs) for the proposed project encompass the ESL plus resource-specific areas outside of the ESL that could potentially be affected by the project. These BSAs were determined based on elements of construction that may reach beyond the immediate project footprint, such as elevated noise/hydroacoustic levels, visual disturbances, modifications to surface and subsurface hydrology, and/or downstream water quality impacts. The BSAs were identified to assess potential impacts of the proposed project and are described under the BSA section below.

Physical Conditions

The climate in the region is relatively mild. At the closest NOAA weather station, Hell Hole station in Placer County, the average monthly temperatures range from a low of approximately 33.8 degrees Fahrenheit (°F) in February to a high of approximately 71.4°F during summer months, with a mean annual precipitation of approximately 45.2 inches (National Oceanic and Atmospheric Administration [NOAA] National Centers for Environmental Information, 2023). According to the Natural Resources Conservation Service (NRCS) National Water and Climate Center, normal conditions were present within the BSA during the fall of 2022 surveys (NRCS 2023).

Environmental Study Limits (ESLs) and Biological Study Areas (BSAs)

Biological habitat evaluation resource surveys were conducted by qualified Caltrans biology staff during the fall of 2022 to determine habitat suitability for special status species. Field observation data was collected and used to analyze the potential for indirect and direct effects, including consideration of long-term, short-term, and cumulative effects of the project on the biota in the area.

Table 3. Biological Resource Surveys

Date	Personnel	Notes
August 26, 2022	S. Eto, Caltrans Biologist C. Hoffman, Caltrans Generalist	General habitat evaluation to determine habitat suitability for special status species.
November 7, 2022	S. Eto, Caltrans Biologist C. Hoffman, Caltrans Generalist	General habitat evaluation to determine habitat suitability for special status species.

The Environmental Study Limits (ESL), which was provided by the Caltrans Design team at the beginning of the environmental study process, is the area encompassing the project footprint that could potentially be directly and indirectly disturbed by construction activity. The ESL is used to determine the various BSAs needed for different resources. The projects ESL includes U.S. 50 and portions of Eldorado National Forest, which is adjacent to the highway throughout most of the project area.

The Biological Study Areas (BSAs) for the proposed project encompass not only the ESL but also resource-specific areas outside of the ESL that could potentially be affected by the project; this consideration was used as the project BSAs were delineated.

The project is located within the Sierra Nevada ecological region, which is mountainous, deeply dissected, and has a westerly tilting fault block. The central part of the region, where the BSAs are located, is largely composed of granitic rocks that are lithologically distinct from the mixed geology of the region. The vegetation grades from mostly ponderosa pine and Douglas-fir at low elevations on the west side; to pines and Sierra juniper on the east side; and to fir and other conifers at higher elevations. Alpine conditions exist at the highest elevations. Table 4 summarizes vegetation alliances within and adjacent to the project limits.

Table 4. Vegetation Alliance Summary

Vegetation Alliance	State Ranking	Sensitive Natural Community
Ponderosa pine forest and woodland	S4	No
Ponderosa pine – incense cedar – Douglas fir forest and woodland	S4	No
Ruderal grassland	N/A	No
Developed Land	N/A	No
Barren Lands	N/A	No

Natural Communities and Land Cover Types

Ponderosa Pine Forest and Woodland

The most common vegetation community within this BSA is ponderosa pine forest and woodland. This community type is characterized by an overstory dominated by ponderosa pine (*Pinus ponderosa*), which forms dense stands in some sections of the community while it is co-dominant with other conifers like incense cedar (*Calocedrus decurrens*) and Douglas fir (*Pseudotsuga menziesii*) in areas. Occasional hardwoods like black oak (*quercus kelloggii*), madrone (*Arbutus menziesii*), and sugar pine (*Pinus lambertiana*) are found interspersed throughout the community.

Shrub layers within the community is largely limited due to the dense, continuous canopy formed by the overstory. Where a shrub layer is present, it is primarily comprised of creeping snowberry (*Symphoricarpos mollis*), poison oak (*Toxicodendron diversilobum*), mountain misery (*Chamaebatia foliolosa*), and coffeeberry (*Frangula californica*). Where openings exist, primarily on ridges and south facing slopes, whiteleaf manzanita (*Arctostaphylos viscida*) occurs in dense stands. Scrub oak (*Quercus berberidifolia*), buck brush (*Ceanothus cuneatus*), and deer brush (*Ceanothus integerrimus*) also occur in exposed areas or sunny slopes adjacent to roadsides.

Common herbaceous species observed in this community include soft brome (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), cheat grass (*Bromus tectorum*), dogtail (*Cynosurus echinatus*), orchard grass (*Dactylis glomerata*), tall fescue (*Festuca arundinacea*), Italian ryegrass (*Festuca perennis*), bulbous blue grass (*Poa bulbosa*), as well as forbs including mugwort (*Artemisia douglasiana*), California wood fern (*Dryopteris arguta*), rubber rabbitbrush (*Ericameria nauseosa*), naked buckwheat (*Eriogonum nudum*), penstemon (*Penstemon* sp.), sky lupine (*Lupinus nanus*), madia (*Madia* spp.), and sheep sorrel (*Rumex acetosella*). In disturbed areas along roadsides, non-native grasses and invasive species including tree of heaven (*Ailanthus altissima*), sweet pea (*Lathyrus latifolia*), black locust (*Robinia pseudoacacia*), and yellow star thistle (*Centaurea solstitialis*) increased in prevalence.

Ponderosa Pine – Incense Cedar – Douglas Fir Forest and Woodland

Ponderosa pine – incense cedar – Douglas fir forest and woodland is the community found within the entirety of the eastern BSA. This alliance consists of a dense evergreen canopy comprised primarily of ponderosa pine, incense-cedar, and Douglas fir. Some sugar pine, western white pine (*Pinus monticola*), black oak, and white fir exist in smaller quantities.

The shrub layer is intermittently dispersed throughout location 3 and is thicker in the western portion of the BSA and tapering east. Green leaf manzanita (*Arctostaphylos patula*), red buckthorn (*Frangula rubra* ssp. *rubra*), whitethorn (*Ceanothus cordulatus*), and deer brush are the common shrub species.

Herbaceous species density depends on overstory density, being sparse in the center of the BSA, and being more abundant and diverse at the eastern end of the BSA. Common herbaceous species encountered within this alliance include annual grasses such as dogtail (*Cynosurus echinatus*), orchard grass (*Dactylis glomerata*), tall fescue, Italian ryegrass, and

bulbous blue grass (*Poa bulbosa*) as well as forbs including Penstemon sp., sky lupine (*Lupinus nanus*), and naked buckwheat (*Eriogonum nudum*).

Ponderosa Pine Woodland Riparian

The riparian habitat found within the BSA is characterized by an overstory dominated by ponderosa pine. Shrub layer within the community is largely limited due to the dense, continuous canopy formed by the overstory. Where a shrub layer is present, it is primarily comprised of creeping snowberry, poison oak, mountain misery, and coffeeberry. This riparian habitat is of low to marginal quality and serves little ecological function due to regular mowing and maintenance activities. The area is commonly devoid of a meaningful understory aside from ruderal grasses and forbes.

Ruderal Grassland

Herbaceous ground cover within this area is sparse to moderate, including non-native grasses such as cheat grass (*Bromus tectorum*), tall fescue (*Festuca arundinacea*), and intermediate wheatgrass (*Elymus hispidus*), inter-mixed with native bunch grasses such as squirrel tail grass (*Elymus elymoides*), wild blue-rye (*Elymus gaucus*), beardless wild rye (*Elymus triticoides*), and June grass (*Koeleria macrantha*). Forbs include alyssum (*Alyssum alyssoides*), yarrow (*Achillea millefolium*) and in disturbed areas along roadsides, non-native grasses and invasive species including Canada thistle (*Cirsium arvense*), ribwort (*Plantago lanceolata*), and stork's bill (*Erodium cicutarium*).

Sensitive Natural Communities

Sensitive Natural Communities (SNCs) are 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. High priority SNCs are globally (G), and state (S) ranked 1 to 3, where 1 is critically imperiled, 2 is imperiled, and 3 is vulnerable. Global and state ranks of 4 and 5 are considered apparently secure and demonstrably secure, respectively (CDFW 2023c).

Natural alliances and associated natural community types identified within the Project ESL are typical of the mid to high-elevation Sierra Nevada ecoregion of northern California. The three (3) natural community types identified above commonly occur in the surrounding area, however, the valley oak woodland alliance, which was encountered within the west BSA but outside of the ESL, is atypical for this area and is usually encountered at lower elevations. Within the ESL itself, no high priority SNC types were found. One high priority SNC was

identified outside of the ESL was valley oak woodland alliance, which has a State Rarity Ranking of S3, based on CDFW's current California Natural Community List (CDFW 2022b).

Riparian Habitat

Riparian habitat is characterized by an assemblage of plant species that grow exclusively in the riparian zone and is an area that interfaces between land and a river stream system. Riparian habitat within the BSA is comprised of by valley oak riparian woodland and ponderosa pine riparian woodland.

Riparian habitat located within the project area is comprised of ponderosa pine riparian woodland. Approximately 2.3 acres of ponderosa pine riparian was found immediately adjacent to the corresponding woodland and forest on the south side of U.S. 50 along the South Fork American River.

Wetlands and Other Waters

Surveys were performed to identify potential wetland and/or jurisdictional waters of the U.S. and State within and adjacent to the project construction footprint at each location. No wetlands were found within the project ESL, and proposed drainage improvements only include modifications to roadside stormwater facilities.

Habitat Connectivity

Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Stream courses and their associated riparian areas are often used as migration corridors by aquatic and terrestrial species. If corridors are degraded, habitat fragmentation can result. Habitat fragmentation is the process by which habitat loss results in the division of large, continuous habitats into smaller, more isolated remnants, thereby lessening its biological value.

The California Essential Habitat Connectivity Project (CEHC) was commissioned by Caltrans and the CDFW to identify and describe wildlife movement corridors in California (CDFW 2023d). The CEHC identifies large parcels of intact habitat or natural landscape that support native biodiversity and areas essential for ecological connectivity between them (Essential Connectivity Areas [ECAs]). Similarly, the CDFW Areas of Conservation Emphasis (ACE) is a tool that utilizes a compilation of statewide spatial information on items such as biodiversity, rarity, significant habitats, and connectivity to produce a ranking of an area's connectivity importance.

Since U.S. 50 currently bisects potential wildlife habitat, primarily undeveloped mountainous range, the project scope is unlikely to affect the existing habitat connectivity attributes and potential impacts to terrestrial wildlife connectivity would be negligible compared to current conditions.

There are no waters within the project ESL suitable for fish passage and CalFish database does not identify any fish barriers near the project area.

Special Status Plant Species

For the purposes of this evaluation, “special status plants” are those species that are legally protected or prioritized under the regulations. For this survey, special status plants include:

- Species listed or proposed for listing as threatened or endangered under FESA
- Species that are candidates for possible future listing as threatened or endangered under the FESA
- Species listed or proposed for listing by the State of California as threatened or endangered under the CESA
- Species that meet the definitions of rare or endangered under CEQA
- Plant species listed as rare under the California Native Plant Protection Act (CNPPA)
- Plants listed by CNPS per the California Rare Plants Ranks (CRPR)

The project ESL was assessed for the potential to support special status plant species and/or their habitats via desktop review of aerial imagery and records of occurrences, and through discussions with agency personnel and species experts. General habitat assessments were conducted for all special status plant species provided by the records search.

Based on the results of a desktop, literature review record search, a total of 17 special status plant were identified in the records search as state or federally listed or CRPR with the potential to occur. Of the species listed in the records search, suitable habitat for 11 species exists within the BSA, however no special status plant species were encountered within the project BSA during field surveys.

- Upswept moonwort (*Botrychium ascendens*)
- Scalloped Moonwort (*Botrychium crenulatum*)
- Mingan moonwort (*Botrychium minganense*)

-
- Davey's sedge (*Carex limosa*)
 - English sundew (*Drosera angelica*)
 - Alkali hymenoxys (*Hymenoxys lemmonii*)
 - Sierra Valley Ivesia (*Ivesia aperta* var. *aperta*)
 - Dog Valley Ivesia (*Ivesia aperta* var. *canina*)
 - Plumas Ivesia (*Ivesia sericoleuca*)
 - Santa Lucia Dwarf Rush (*Juncus luciensis*)

Special Status Animal Species

For the purposes of this evaluation, special status wildlife species are those species that are legally protected or prioritized. Special status wildlife species reviewed in this Initial Study include:

- Species listed or proposed for listing as threatened or endangered under FESA
- Species that are candidates for possible future listing under FESA
- Species listed or proposed for listing by the State of California as threatened or endangered under CESA
- Species that meet the definitions of rare or endangered under CEQA
- CDFW Species of Special Concern (SSC) and Fully Protected (FP) Species

The project ESL was assessed for the potential to support special status animal species and/or their habitats via desktop review of aerial imagery and records of occurrences, site visits, and through discussions with agency personnel and species experts. General habitat assessments were conducted for all special status animal species provided by the records search.

Based on the results of a desktop, literature review record search, a total of nine (9) special status animal were identified in the records search as state or federally listed or CRPR with the potential to occur. Of the species listed in the records search, suitable habitat does not exist within the BSA, and no special status animal species were encountered within the project BSA during field surveys.

- Sierra Nevada Yellow-legged Frog (*Rana sierrae*)

- Willow Flycatcher (*Empidonax traillii*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Cui-cui (*Chasmistes cujus*)
- Western bumble bee (*Bombus occidentalis*)
- Monarch butterfly (*Danaus plexippus*)
- Sierra Nevada Mountain Beaver (*Apodontia rufa californica*)
- North American porcupine (*Erethixon dorsatum*)
- California Wolverine (*Gulo gulo*)

Migratory and Non-migratory Bird Species

The occupied nests and eggs of all birds are protected by state law (CFGF § 3503) and those of migratory birds are further protected by federal and state laws, including the Migratory Bird Treaty Act (MBTA) and CFGF Section 3503.5. USFWS is responsible for overseeing compliance with the MBTA, and CDFW is responsible for overseeing compliance with the CFGF and making recommendations about nesting birds.

Standard measures and Best Management Practices (BMPs) as outlined in Chapter 1 Section 1.4 would be implemented to avoid and/or minimize any potential impacts.

Fish Species

There are no waters within the project ESL suitable for fish, thus, project-related impacts to fish and/or fish passage are not expected.

Invasive Species

EO 13112, signed February 3, 1999, directs all federal agencies to prevent and control the introduction of invasive species in a cost-effective and environmentally sound manner. The EO established the National Invasive Species Council (NISC), which is composed of federal agencies and departments and a supporting Invasive Species Advisory Committee (ISAC) composed of state, local, and private entities. In 2008, NISC released an updated national invasive species management plan (National Invasive Species Council 2008) that recommends objectives and measures to implement the EO and to prevent the introduction and spread of invasive species. The EO requires consideration of invasive species in NEPA

analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

Roads, highways, and related construction projects are some of the principal dispersal pathways for invasive plant species. The introduction and spread of invasive plants adversely affect native plant communities by displacing native plant species that provide shelter and forage for wildlife species. Plants identified within the project ESL as federal noxious weeds by the United States Department of Agriculture, state noxious weed species designated by the California Department of Food and Agriculture, and invasive plants identified by California Invasive Plant Council are noted in Appendix C.

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 2.4a)— 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:

Although there is suitable habit present for special status species within the BSA, within the ESL the roadside vegetation is largely comprised of weedy highway shoulders, cut slopes, and limited riparian areas, which are highly disturbed due to regular maintenances activities such as snow removal via plow and salt application. No special-status species were encountered within the project ESL during the surveys. Thus, the project would have a less than significant impact.

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?

Less Than Significant Impact:

Although there is Valley oak riparian woodland and ponderosa pine riparian woodland found along the south side of U.S 50 along the South Fork American River, the project ESL is largely comprised of weedy highway shoulders and cut slopes with limited riparian areas found within or adjacent to roadside drainage features.

Approximately 2.3 acres of ponderosa pine riparian woodland area were identified within the ESL during these surveys and the proposed project activities would permanently impact approximately 0.24 acres of ponderosa pine riparian.

Compensation for permit-driven impacts to riparian areas would be done in accordance with permitting requirements; final permit-driven mitigation ratios would be determined by CDFW during the permitting process. These efforts would be combined with Standard measures and Best Management Practices as outlined in Chapter 1 Section 1.4, as feasible. Thus, the project would have a less than significant impact.

***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?*

No Impact:

There are no wetlands within the project ESL. Thus, no impact.

***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?*

No Impact:

The proposed project, this project would not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. This project would not impede the use of native wildlife nursery sites. Thus, no impact.

***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 proposed project would not conflict with local policies or ordinances protecting biological resources. Thus, no impact.

***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 proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impact.

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 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)¹ 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 Programmatic Agreement (PA) will satisfy the requirements of PRC Section 5024.

Affected Environment

U.S. 50 services as a major east-west connector in California within Caltrans District 3. It begins at Interstate 80 (I-80) in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. It is designated as a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe.

Within El Dorado County, U.S. 50 follows the general route of several historic wagon roads, many built over existing Indian trails, some of which still have existing patches adjacent to the project vicinity. The huge influx of European emigrants to California created immense

¹ The MOU is located on the SER at <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/5024mou-15-a11y.pdf>

hardship for the local Indian Tribes, particularly as food resources were destroyed by the thousands of emigrants and their livestock. By the mid-1860s, the impacts of disease, immigrant violence, environmental degradation, and starvation had severely disrupted traditional lifeways. Despite all of this, Tribal groups such as the Miwok Indians, Maidu, Auburn Rancheria, Washoe, Wilton Rancheria, and the Colfax-Todds Valley Consolidated Tribe continue to live and thrive in the western Sierra foothills and the valleys adjacent to the east slope of the Sierras.

The following studies were completed in compliance with the Section 106 PA:

- Delineation of the Area of Potential Effect (APE).
- Delineation of the Environmentally Sensitive Area (ESA) and production of an ESA Action Plan for properties that could be protected in their entirety.
- Consultation with local historical societies, the Native American Heritage Commission, and local Native American representatives.
- An archaeological survey documented in an Archaeological Survey Report (ASR).
- Historic Resources Evaluation Report (HRER) to evaluate for the NRHP/CRHR unevaluated built environment properties.
- Preparation of an Historical Properties Survey Report (HPSR).
- Assessment of the project effects on properties determined (or assumed) eligible for the NRHP/CRHR with a Finding of Effect (FOE).
- Consultation with United States Forest Service (USFS).

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?*

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

Less than Significant:

Studies identified cultural resources within the proposed project's environmental study limits that with ESA fencing resources would be avoided during construction. This avoidance measure would prevent impacts to this site. Anticipated construction impacts were also assessed on eligible built environment properties where the installation of ESA fencing is not feasible. It is anticipated that construction would not significantly affect these properties. Thus, the project would have a less than significant impact.

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

No Impact:

No indicators of human remains were observed within the project limits. Thus, no impact.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>			✓	
<p>Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>				✓

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

Energy in a resource context generally pertains to the use or conservation of fossil fuels, which are a finite resource.

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 2.6—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:

The proposed project would not increase capacity or provide congestion relief. As such, it is unlikely to increase direct energy consumption from mobile sources. While construction activities would result in a temporary increase in energy use, construction design features and standard measures and BMPs as outlined in Chapter 1 Section 1.4 would be implemented to conserve energy and would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Thus, the project would have a less than significant impact.

- a) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

No Impact:

Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Energy use associated with project construction is estimated to result in the consumption of diesel and gasoline powered equipment, which represents a small and temporary demand on local and regional fuel supplies. This temporary demand for fuel would have no noticeable effect on peak or baseline demands for energy. Thus, no impact.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p style="padding-left: 20px;">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.</p>				✓
<p>ii) Strong seismic ground shaking?</p>				✓
<p>iii) Seismic-related ground failure, including liquefaction?</p>				✓
<p>iv) Landslides?</p>				✓
<p>Would the project:</p> <p>b) Result in substantial soil erosion or the loss of topsoil?</p>				✓
<p>Would the project:</p> <p>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?</p>				✓
<p>Would the project:</p> <p>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?</p>				✓

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation’s California Geological Survey website accessed February 21, 2024. Potential impacts to Geological or Soil resources would not occur as the project scope is restricted to the disturbance of existing road prism fill and/or cut soil.

The project would have minor fill excavation associated with guardrail installation and curve realignment. The excavation of fill would be managed using the Standard Measures and BMPs discussed in Section 1.4 to ensure no soil erosion occurs.

2.8 Greenhouse Gas Emissions

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

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 (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “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

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans’ Standard Environmental Reference (SER), Chapter 16, Climate Change. This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established, 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 deciding on the action or project. In January 2023, the White House Council on Environmental Quality (CEQ) issued updated and expanded interim National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change (88 Fed. Reg. 1196) (CEQ NEPA GHG Guidance), in accordance with EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, 86 FR 70935 (Dec. 13, 2021) and EO 14008, *Tackling the Climate Crisis at Home and Abroad*. The CEQ guidance does not establish numeric thresholds of significance but emphasizes quantifying reasonably foreseeable lifetime direct and indirect emissions whenever possible. This guidance also emphasizes resilience and environmental justice in project-level climate change and GHG analyses.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, 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.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201); and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFÉ) standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers and sets related GHG emissions standards for vehicles 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). These standards are periodically updated and published through the federal rulemaking process.

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).

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (ARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human- caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

Environmental Setting

The proposed project is in a rural area within or adjacent to the El Dorado National Forest, with a primarily natural resources-based tourism economy. U.S. 50 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate route is SR 88, approximately 6.20 miles to the south. Traffic counts can be high and consists of truck freight movement, as well as Lake Tahoe and Great Basin tourists and interstate travelers, alike. The project is within a segment of U.S. 50 that extends from Ice House Road to Echo Summit. This segment is a 2-lane, conventional highway of 26.6 miles with six extents of passing lanes in both directions. A major attractor along this segment is Sierra at Tahoe Ski Resort in the winter, and various recreation sites and campgrounds in the surrounding El Dorado National Forest. Caltrans conducts extensive snow removal operations along this segment during winter, with maintenance facilities including stations, sand houses, and chaining areas at various locations. The El Dorado County Regional Transportation Agency guides transportation development in the project area. The El Dorado County General Plan Circulation, Safety, and Traffic elements address 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. 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 ARB does so for the state of California, 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.

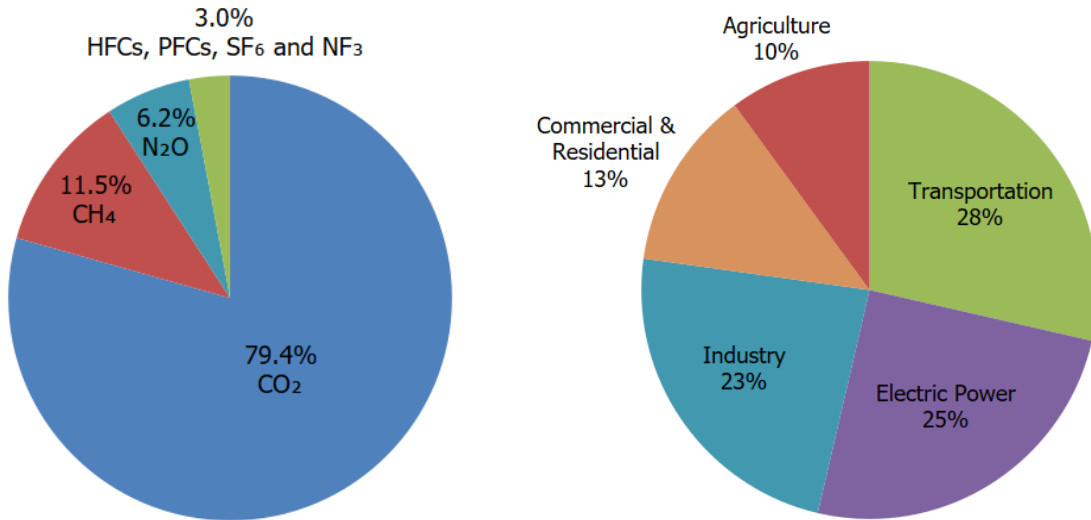
National GHG Inventory

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 national GHG emissions from all sectors in 2021 were 5,586.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land

Use Change, and Forestry provide a carbon sink equivalent to 12% of total U.S. emissions in 2021 [U.S. EPA 2023a].) While total GHG emissions in 2021 were 17% below 2005 levels, they increased by 6% over 2020 levels. Of these, 79.4% were CO₂, 11.5% were CH₄, and 6.2% were N₂O; the balance consisted of fluorinated gases. From 1990 to 2021, CO₂ emissions decreased by only 2% (U.S. EPA 2023a).

The transportation sector's share of total GHG emissions increased to 28% in 2021 and remains the largest contributing sector (Figure 3). Transportation fossil fuel combustion accounted for 92% of all CO₂ emissions in 2021. This is an increase of 7% over 2020, largely due to the rebound in economic activity following the COVID-19 pandemic (U.S. EPA 2023a, 2023b)).

Figure 3. U.S. 2021 Greenhouse Gas Emissions

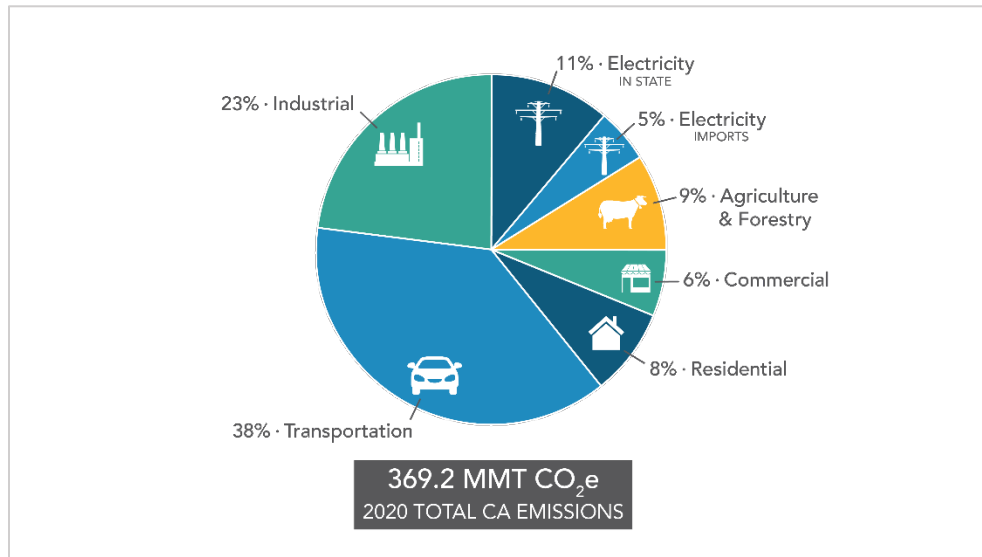


(Source: U.S. EPA 2023b)

State GHG Inventory

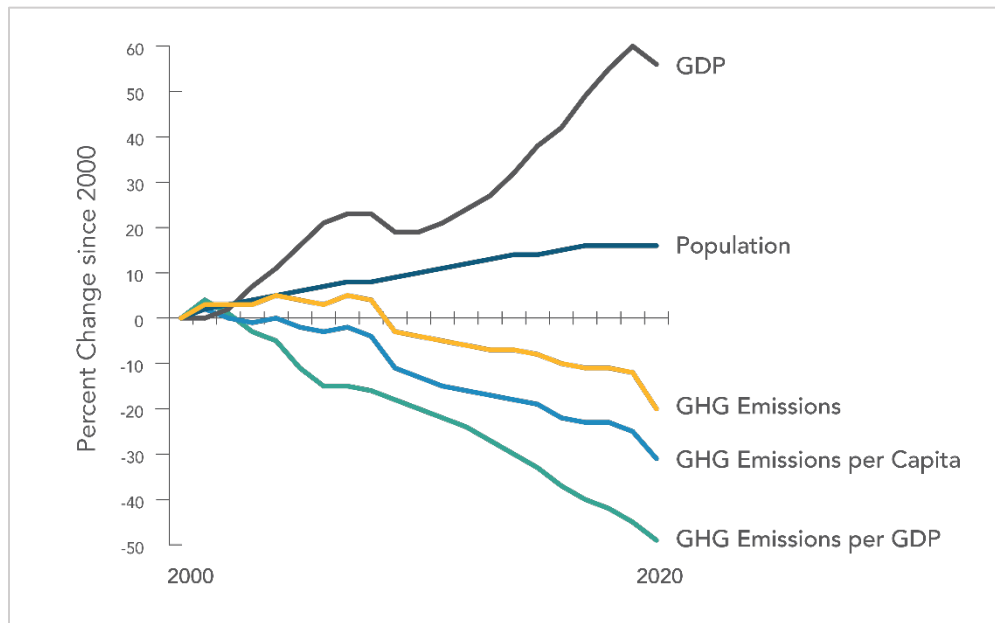
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figure 4) (ARB 2022a).

Figure 4. California 2020 Greenhouse Gas Emissions by Economic Sector



(Source: ARB 2022a)

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



(Source: ARB 2022a)

AB 32 required ARB 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 AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB 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 *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (ARB 2022b).

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, ARB 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 proposed project is included in the RTP/SCS for SACOG which is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region. This requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each local government (SACOG 2020 MTP/SCS). As designated by the state of California, El Dorado County serves as a Regional Transportation Planning Agency (RTPA) and is responsible for their own state-level transportation plan. SACOG functions as the RTPA for Sacramento, Sutter, Yolo, and Yuba counties, and collaborates with El Dorado County Transportation Commission, as well as Placer County Transportation Planning Agency, to maintain consistency across county plans and the broader regional framework. The regional reduction target for SACOG is 19 percent by 2035 (ARB 2021).

Table 5. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<p>El Dorado County <i>RTP/2040 Regional Transportation Plan 2020-2040</i> (adopted November 5, 2020)</p>	<ul style="list-style-type: none"> • Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost effective movement of people and freight • Work with local and regional transit providers, jurisdictions, and employers to provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible • Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air and water quality, physical activity, and natural resources • Work with state, regional, and local partners to develop a strategy to identify the necessary infrastructure and policies to support electric vehicle charging integration into the existing transportation framework • Develop education and outreach programs to increase awareness, improve usability, and promote transportation network company options • Work with local jurisdictions to identify and secure locations for park-and-ride lots to support shared ride and transit mobility options • As markets expand, work with local jurisdictions to integrate new technologies needed to support connected, electric, alternative fuel, and autonomous vehicles • Work with local jurisdictions to improve and extend broadband, Wi-Fi and digital infrastructure to remote areas to promote telecommuting and telemedicine • Work with local jurisdictions to support the appropriate use of electric and electric assist mobility devices such as bicycles, scooters, segways, and electric skateboards • Ensure that local jurisdictions remain current on emerging technologies and implement smart mobility solutions with new projects whenever and wherever feasible and appropriate.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each trap in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. 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

This project is a CAPM project that would rehabilitate pavement and draining systems, upgrade lighting and signs, and reduce fire risks. The purpose of the proposed project is to improve, preserve, and extend the existing pavement service life; rehabilitate drainage systems; and upgrade Transportation Management System elements, guardrail, lighting, and signs to current standards. The project would not increase capacity or change travel demands or traffic patterns when compared to the no-build alternative. Because the project would not increase the number of travel lanes on US 50, 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.

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. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

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 2025 and last approximately 150 working days. The proposed project would result in the generation of construction related GHG emissions. Construction GHG emissions consist of emissions produced because of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays and detours due to construction. These emissions would be generated at different levels throughout the construction phase.

Table 6. CAL-CET Estimates of GHG Emissions During Construction

CONSTRUCTION YEAR	C O₂	CH₄	N₂O	HFCs	CO₂E *
2025	29 7	0.007	0.014	0.010	322
2026	38 7	0.007	0.023	0.029	443
TOTAL	68 4	0.014	0.037	0.039	765

* A quantity of GHG is expressed as carbon dioxide equivalent (CO₂e) that can be estimated by the sum after multiplying each amount of CO₂, CH₄, N₂O, HFC-134a, and BC by its global warming potential (GWP). Each GWP of CO₂, CH₄, N₂O, HFC-134a, and BC is 1, 25, 298, 1,430, and 460, respectively.

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.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB 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.

These Standard Specifications, as well as Caltrans' Best Management Practices (BMPs), would be implemented and followed, as outlined in Chapter 1 Section 1.4 of this document.

CEQA Conclusion

While the proposed project would result in GHG emissions during construction, it is anticipated the project would not result in any increased operational GHG emissions since it would not increase capacity, change travel demands, or traffic patterns, as compared to the no-build alternative. The project would not increase the number of travel lanes on U.S. 50, so no increase in vehicle miles traveled (VMT) would occur. 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 and Caltrans' Standard Specifications and BMPs 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 Assembly Bill 32, the Global Warming Solutions Act, 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, cleaner, low-carbon future, while maintaining a robust economy (ARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research 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 that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that 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 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 low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB 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 percent 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 percent 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 policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director’s policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020) provides a comprehensive overview of Caltrans’ emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and State goals.

Project-Level GHG Reduction Strategies

The following measures would also be implemented to reduce GHG emissions and potential climate change impacts from the project.

- The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the El Dorado Air Quality Management District regulations and local ordinances.
- Caltrans would comply with Title 13 of the California Code of Regulations, which includes idling restrictions of construction vehicles and equipment to no more than 5 minutes.

- Caltrans Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.
- Caltrans would utilize a traffic management plan to minimize vehicle delays.
- To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Equipment would be maintained in proper tune and working condition.
- If previously vegetated, temporary access roads, construction easements, and staging areas would be restored to a natural contour and revegetated with regionally appropriate native vegetation.

Adaptation

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 that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. 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. Caltrans practices generally align with the 2023 CEQ interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change, which offers recommendations for additional ways of

evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector’s major contribution of GHGs that cause climate change and has made climate action one of the department’s top priorities (U.S. DOT 2023). FHWA’s policy is 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 fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

State Efforts

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

California’s Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to 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 Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area

burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in 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.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates 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 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions.

Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (Atkins 2021) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System 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.

Caltrans Sustainability Programs

The Director’s Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor’s sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

Caltrans Office of Vegetation and Wildfire Management

Reducing wildfire risk through vegetation management

In January 2021, the Governor’s Office released the California’s Wildfire and Forest Resilience Action Plan, and state highways were identified as “a critical part of the solution” with direction to create fire safe roadways. Caltrans’ role in the Action Plan is to assist the state toward wildfire resilience by providing a highway system that prioritizes vegetation and wildfire management along primary emergency evacuation routes, and a highway system that can also function as a shaded fuel break or fire control line during emergency operations. In response to this effort, Caltrans has established the Office of Vegetation and Wildfire Management (OVWM) which oversees and administers the Vegetation Management Program, which in turns manages district service contracts to help meet the Department’s wildfire resilience goals.

The intent of the district service contract is to supplement Maintenance field forces with specialized Licensed Timber Operators (LTOs) in response to the California Wildfire and Forest Resilience Action Plan. Improving wildfire resilience requires Caltrans to conduct vegetation management work on a yearly cycle, which began in 2022, and the two-year service contract cycle has been initiated in each of the districts to support this statewide effort.

Project Adaptation Analysis

The impacts of climate change and extreme weather events may impact the State Highway System (SHS) and other transportation infrastructure in the state. As the climate continues to change at an increasingly rapid pace, Caltrans must ensure climate change adaptation measures are identified and implemented when appropriate and feasible. The project would not exacerbate the effects of climate change related to CEQA topics. However, the proposed project would include specific elements to prepare for increased precipitation, increased risk of wildfire, and hazards that may result from climate change, such as flooding, landslides, and road closures (Caltrans 2019). Standard Measures and Best Management Practices (BMPs) would further protect the asset, reduce the long-term risk to the finished project, and help build a more resilient highway system.

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 would not occur.

Precipitation and Flooding

It is known that changes in precipitation scenarios under future climate conditions include more-extreme precipitation events and more precipitation falling as rain than snow, depending on geographic location. These factors, and others such as land use changes, that increase impervious surface in the watershed can affect flood magnitude and frequency.

Within the project limits, U.S. 50 is roughly at an elevation of 3,200 ft. The project limits do not lie within the floodplain of South Lake Tahoe. The project is designated as an Area in Zone D, not within the floodplain, per FEMA's National Flood Hazard Layer Viewer FIRMette map. However, according to FEMA's National Risk Index, El Dorado County has a rating of Relatively Moderate for Riverine Flooding Risk, and Caltrans' District 3 Climate Change Vulnerability Asset Map estimates that the project vicinity would experience an approximate increase in 100-Year Precipitation Depth between 5.5% in 2025 to 7.5% in 2055. To aid in adapting to high precipitation and potential flooding events in the future, aging drainage elements would be repaired. This would enable the system to function properly in high precipitation events, as well as during snow melt/run-off. Culverts in poor or fair condition would also be replaced, which reduce the likelihood of future culvert induced road slip-out.

In addition, drainage elements within the project limits would also be designed to accommodate potential project generated changes in flow. In compliance with Caltrans' MS4 Permit, treatment BMPs would be incorporated into the project design, where applicable and feasible, to treat new impervious area(s), to the maximum extent practicable. Per Caltrans' SWMP and approved guidance documents, the implementation of BMPs meant to treat general pollutants would be evaluated, and an analysis of site characteristics would be performed to optimize water quality volume, water quality flow, and to maximize site perviousness. Additionally, project scope includes replacing drainage elements such as overside drains, headwalls, and culverts in fair to poor condition, enabling the optimization of the local system's resiliency.

Wildfire

According to the Caltrans Climate Change Vulnerability Assessment for District 3 (D3) (Caltrans 2019), wildfire extent and severity increase as temperatures rise. The recently released California Fourth National Assessment of Climate Change reported that climate change factors alone roughly doubled the area burned by wildfire in the West between 1984 and 2015. District 3 has been affected by several wildfires in recent years—most notably, the Camp Fire.

D3 mitigates wildfire risk in many ways. A district landscape specialist prepares site-specific fire risk plans which provide details on fire risk and vegetation control. District 3 performs annual inspections of fire suppression equipment to ensure its suitability for effective response. When response is necessary, D3 employs additional traffic signals, detour signage, and other tools to help emergency vehicles and drivers to navigate hazardous areas. The district also prepares for subsequent flooding and landslides with debris control and slope stabilization strategies. Of particular concern to D3 is the disproportionate impacts wildfires have on disadvantaged and low-income communities. Many wildfires occur in rural areas having higher-than-state-average low-income households. Providing transportation options for these households to evacuate when wildfires threaten, as well as providing resources for recovery in these areas, is a challenge to government agencies at all levels.

Various sections of the project limits are within State Responsibility Areas (SRAs) served by CAL FIRE. Locations within the SRA are within or adjacent to Very High Fire Hazard Severity Zones (FHSZ). according to the FHSZ adopted by CAL FIRE in November 2007,

Although there is work proposed in a Very High FHSZ, project elements assist in building a wildfire resilient highway system. Examples of resilient components incorporated within this project's scope include:

Fire hardening of highway components-

- Concrete culvert pipes, headwalls, and drainage inlets/outlets
- Metal drainage inlet covers
- Steel post Midwest Guardrail System (MGS)

Clearing and/or trimming of natural vegetation, as well as roadside weedy annuals-

- Removal of ladder fuels, such as small diameter trees, adjacent to the roadway

- Removal of weeds and/or annual vegetation within and around culverts, which are potentially combustible in dry months.

Temperature

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices (District 3 Climate Change Vulnerability Assessment 2019).

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>			✓	
<p>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?</p>			✓	
<p>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?</p>			✓	
<p>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?</p>				✓
<p>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?</p>				✓

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

Regulatory Setting

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

The primary laws governing hazardous materials, waste and substances include:

- California Health and Safety Code–Chapter 6.5
- Porter-Cologne Water Quality Control Act–§ 13000 et seq.
- CFR Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection

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

Affected Environment

U.S. 50 services as a major east-west connector in California within Caltrans District 3. It begins at Interstate 80 in West Sacramento and traverses through portions of Yolo, Sacramento, and El Dorado counties before passing into the State of Nevada. This stretch of U.S. 50 is in the Upper South Fork American River Canyon, within the Eldorado National Forest.

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 2.9—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?*
- 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?*

Less Than Significant:

Although the project scope does include the removal and transportation of elements such as aerially deposited lead (ADL), treated wood waste, and thermoplastic paint/stripping, these issues would be handled using Standard Measures and Best Management Practices (BMPs) as outlined in Chapter 1 section 1.4, per the Initial Site Assessment. Thus, there would be a less than significant impact

Silver Fork Elementary is located at 1325 Sugar Loaf Avenue in Kyburz, CA, and is within one-quarter mile of the project area. Standard Measures and BMPs, as outlined in Chapter 1 section 1.4 would be utilized to prevent the spread and limit the impacts of hazardous waste to the environment and the public, which ensures that hazardous emissions and materials are either contained within the project area or are safely disposed of following all applicable laws and/or regulations. Thus, there would be a less than significant 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?*
- 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?*

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

- 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 proposed project is not located on a “Cortese” site nor 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. Thus, no impact.

This project scope would not change the highway access or use, so it would not affect any emergency response plan or emergency evacuation plan, nor would it contribute to wildland fires. Thus, no impact.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>				✓
<p>Would the project:</p> <p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>				✓
<p>Would the project:</p> <p>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:</p>			✓	
<p>(i) result in substantial erosion or siltation on- or off-site;</p>				
<p>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</p>			✓	
<p>(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</p>			✓	
<p>(iv) impede or redirect flood flows?</p>			✓	

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
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 (CFGF)–Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act– Sections 13000 et seq.

Environmental Setting

The project's vicinity is in mountainous rural terrain with mild slopes, at an elevation of approximately 3,450-8,500 feet above mean sea level. This project impacts the Hydrologic Region of the Sacramento River and the Hydrologic Unit of the American River and is within the Central Valley Flood Protection Board jurisdiction. The watershed is the Upper South Fork American River. The sub watershed is Chimney Flat-South Fork American River.

This project is located within the Central Valley Regional Water Quality Control Board jurisdiction and falls within Coloma Hydrologic Sub-Area # 514.32 in the American River Hydrologic Unit. Drainage features typical to this corridor include stabilized shoulder backing, vegetated ditches, and cross culverts.

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 2.10—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?*

No Impact:

Caltrans' MS4 Permit, NPDES No. CAS000003, SWRCB Order No. 2022-0033-DWQ (adopted on June 22, 2022, and effective on January 1, 2023) (Permit) regulates stormwater and non-stormwater discharges from Caltrans properties and facilities associated with operation and maintenance of the State highway system. To comply with the permit, Caltrans developed the Statewide Stormwater Management Plan (SWMP) to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing stormwater management procedures and practices as well as training, public education, and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes Caltrans' stormwater management program, and the minimum procedures and practices Caltrans uses to reduce pollutants in stormwater and non-stormwater discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP, follow all permit conditions, and Caltrans' Standard Measures and BMPs would be implemented and followed, as outlined in Chapter 1 Section 1.4 of this document. Thus, no impact.

- 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:

All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. Thus, no impact.

- 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?

Less Than Significant:

The project does not reside in a segment identified as being prone to erosion. Preservation of the existing vegetation on all slopes and other related surroundings, would be done in accordance with any environmental permits and/or agreements. All slopes and Disturbed Soil Areas (DSA) would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features that would increase the perviousness of the treated area(s) would be implemented, as feasible. Thus, there would be a less than significant impact.

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

Less Than Significant:

No increase in localized flooding is anticipated, and replacement or poor or fair condition culverts and aging drainage elements would reduce the likelihood of localized flooding in the future. Project scope would increase the amount of impervious area, and it is anticipated that that may influence downstream flow of the Upper South Fork American River. Any increased flow velocity and volumes would be quantified, and a Drainage Report produced that would inform BMPs to reduce runoff to pre-construction conditions. This would be coupled with implementation of Caltrans' Standard Measures, as outlined in Section 1.4 above. Thus, there would be a less than significant impact.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant:

All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. All slopes and DSA would be stabilized and vegetated in accordance with plans approved by the District Landscape Architect, and site features would increase the perviousness would be implemented, as feasible. Temporary concrete washouts, temporary fiber rolls, temporary silt fences, and temporary drainage inlet protection are some of the BMPs that would be implemented before

during, and after construction, as required. Furthermore, any additional impervious surface would be minor and replace existing unpaved gravel/loose soil turnouts and driveway conforms. This would reduce the amount of soil components entering the roadside drainages. Thus, there would be a less than significant impact.

(iv) impede or redirect flood flows?

Less Than Significant Impact:

Within the project limits, U.S. 50 is roughly at an elevation of 3,200 feet above mean sea level. The project limits do not lie within the floodplain of the South Lake Tahoe. This location is mapped by FEMA as Area in Zone D, not within the flood plain. All drainages within the project limits would retain their current pattern flow, with operation improvement compared to pre-construction level. These drainages generally flow into the Upper South Fork American River, either through roadside drainages or culverts. Thus, there would be a less than significant impact.

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

No Impact:

This project is not located within a flood hazard, tsunami, or seiche zone. Thus, no impact.

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

No Impact:

The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP and would be combined with Caltrans' Standard Measures and Best Management Practices (BMPs), as outlined in Section 1.4 above. All drainages would retain their current pattern flow, with operation improvement compared to pre-construction levels. Thus, no impact.

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 El Dorado County General Plan - Land Use Element dated December 10, 2019. Potential impacts to Land Use or Planning would not occur due to the project scope being restricted to the existing roadway and immediately adjacent areas and does not include an extension or expansion of a highway system that would encourage an increase in highway travelers. The proposed project is consistent with statewide, regional, and local planning goals.

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?				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Department of Conservation Mineral Resources Map accessed February 21, 2024, and the El Dorado County General Plan - Conservation and Open Space Element dated December 10, 2019. Potential impacts to Mineral Resource would not occur due to project scope, previous road cut and fill activities, and lack of identified mineral resources with the project limits.

There are no designated mineral resource areas of state or regional importance in the project area, and the proposed project would not reduce the availability of a locally important mineral resource recovery site.

2.13 Noise

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

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

Affected Environment

This project is in a rural part of El Dorado County, east of Placerville. The project area is surrounded by a mix of residential, commercial, agricultural, and timber land uses. Numerous residences are located around U.S 50 along the project limits, including the unincorporated communities of Pollock Pines, Kyburz, and Twin Bridges. These residences may be exposed to elevated noise levels during roadway construction operations.

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 2.13—Noise

- 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?*

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

Less Than Significant Impact:

According to the Noise Analysis Memo prepared March 20, 2023. Permanent impacts to ambient noise are not anticipated due to the proposed project does not construct a new highway in a new location or substantially change the vertical or horizontal alignments and does not include any other activities discussed in the definition of a Type I project. This project meets the criteria for a Type III project as defined in 23CFR772. Traffic volumes, composition and speeds would remain the same in the build and no build condition. Traffic noise impacts are not anticipated, and a detailed noise study report is not required. Noise abatement was not considered on this project.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. Construction noise levels would vary on a day-to-day basis during each phase of construction depending on the specific task being completed. The closest receptors to the construction noise would be hikers or campers during the summer months.

Preliminary design information indicates nighttime construction will be required. The ambient noise levels are expected to reduce during the nighttime hours as traffic volumes decrease. Construction noise could cause a minor nuisance to the residents adjacent to the construction activity. Construction is expected to begin in 2025 and go into 2026, so the potential nuisance would be temporary and transient. The Standard Measures and BMPs

discussed in Section 1.4 would minimize or eliminate the impacts of construction-related noise. Thus, there would be a less than significant impact.

- a) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact:

This project is not 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. Thus, no impact.

2.14 Population and Housing

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan - Housing Element dated December 10, 2019. Potential impacts to Population and Housing would not occur due to the project scope being restricted to the roadway or immediately adjacent areas. The proposed project would not displace housing, affect homes or businesses, or construct an extension or expansion of a highway system that would induce population growth.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>Fire protection?</p>				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan Public - Services and Utilities Element dated December 10, 2019, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Public Services would not occur due to the project scope being restricted to road/culvert work and does not include extension or expansion of a highway system that may induce population growth, so no public facilities performance objectives would be affected. Although there would be temporary, short-term lane closures during construction, all emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. 50 throughout the construction period, per the TMP.

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, as well as the El Dorado County General Plan Public - Parks and Recreation Element dated December 10, 2019, and the Transportation Management Plan (TMP) dated August 30th, 2022. Potential impacts to Recreation facilities would not occur due to the project scope being restricted to road and culvert maintenance work, with no public facilities performance objectives being affected.

The proposed work at approximately PM 47.19 is a cap, fill, and abandonment of the culvert located within the USFS Eldorado National Forest Sand Flat Campground. Work would include capping the end of the culvert located within the campground by a ground crew on foot with hand tools, while the fill work would consist of pouring concrete slurry into the culvert from above the campground, on the north side of U.S. 50, within state right of way. The ground crew would be accessing the campground during daylight hours, and notification would have been previously given to the public. Work activities would neither permanently use the recreational facilities, nor impact its future access or use by the public. Through the implantation of the TMP, access to all recreational facilities within the project limits would remain open and accessible by the public throughout construction.

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?				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the 2020-2040 Regional Transportation Plan (RTP), developed under the direction of the El Dorado County Transportation Commission (EDCTC) dated November 5th, 2020, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Transportation systems would not occur due to the project being a non-capacity increasing Capital Maintenance Project (CAPM) whose scope only includes repair or replacement of necessary roadway elements.

Emergency vehicles and public transit would be accommodated through the project area. The project does not propose to add a vehicle lane and would not increase vehicle miles traveled (VMT). Emergency service providers would receive prior notification of lane closures, and traffic control measures would be included within the TMP .

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or</p>				✓
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 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.</p>				✓

“No Impact” determinations in this section are based on the ASR/HPSR prepared..., as well as the consultation performed by the Caltrans District Native American Coordinator (DNAC) for District 3, Katherine Jorgensen Abernathy, completed between April 25th, 2023, and May 22nd, 2023. Potential impacts to Tribal Cultural Resources would not occur due to the

consultation findings that no Tribal cultural resources were identified within the project environmental study limits.

The California Native American Heritage Commission (NAHC) was contacted to request a search of the sacred lands file and an updated list of Native American contacts for the project area.

Initial correspondence was sent April 5th, 2023, and was followed up by phone calls and/or emails on May 16th, 2023, to the following Tribal entities:

- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Sara Dutschke, Chairperson, Ione Band of Miwok Indians
- Clyde Prout III, Chairperson, Colfax-Todd's Valley Consolidated Tribe
- Don Ryberg, Chairperson, T'si Akim Maidu
- Serrell Smokey, Chairperson, Washoe Tribe of Nevada and California
- Jesus Tarango, Chairperson, Wilton Rancheria
- Cosme Valdez, Chairperson, Nashville-El Dorado Miwok
- Gene Whitehouse, Chairperson, United Auburn Indian Community

The Tribes below responded to consultation letters from the DNAC and requested additional mapping of the project as well as Caltrans' plan for protecting sites in and around the project area:

- The United Auburn Indian Community of the Auburn Rancheria responded on April 12th, 2023
- Colfax-Todds Valley Consolidated Tribe responded to letters on May 4th, 2023
- The Washoe Tribe of Nevada and California responded during a virtual meeting with the Caltrans DNAC on May 22nd, 2023

Additional information was provided, and none of the consulting Tribes notified the Caltrans DNAC of any known Tribal cultural resources during communications. Caltrans informed

Tribes that archaeological resources within the project footprint would be protected using an Environmental Sensitive Area (ESA) Action Plan, which would be shared with the Tribes upon its completion.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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?</p>				✓
<p>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?</p>				✓
<p>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?</p>				✓
<p>Would the project: d) Generate solid waste more than State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>				✓
<p>Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the El Dorado County General Plan Public - Public Services and Utilities Element dated December 10, 2019. Potential impacts to Utilities and Service Systems would not occur due to the project scope not including extension or expansion of a highway system that could lead to induced population growth. Additionally, no temporary impacts are expected since no utility relocations are required.

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 s, 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?				✓

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well Western El Dorado County Community Wildfire Protection Plan (CWPP) dated February 15, 2022, and the Transportation Management Plan (TMP) prepared August 30th, 2022. Potential impacts to Wildfire reduction efforts are not

anticipated due to the project's adherence to Standard Measures and BMPs as outlined in the *Wildfire* subsection of the Greenhouse Gas Emissions section above, as well as Caltrans' goals of building a wildfire resilient highway.

The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks. Emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. 50 throughout the construction period. Emergency vehicles would be accommodated through any temporary ramp or lane closures. If a wildland fire were to affect the area, work would stop, and evacuation routes would be accessible.

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.

The analysis indicates that the construction of this project would not have the potential to significantly impact any resource. Given this, an EIR and CIA were not required for this project.

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 (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." Based on the scope and scale of the potential effects and the inclusion of Standard Measures and Best Management Practices, the proposed project would not be expected to have any cumulative impacts. 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 Project Development Team (PDT) meetings, interagency coordination meetings, (continue list as needed). 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 staff Erick Wulf, Archaeologist; Sydney Eto, Biologist; and Danielle Ruiz ES/Generalist, have ongoing discussions with US Forest Service (USFS) personnel below:

Table 7. Agency Coordination and Professional Contacts

Initiated Date	Personnel	Notes
October 12 th , 2022- Ongoing	E. Wulf, Caltrans Archaeologist C. Hutcheson, USFS Archaeologist	Multiple meetings to discuss resources present and level of consultation required.
March 18 th , 2024	S. Eto, Caltrans Biologist E. Wulf, Caltrans Archaeologist D. Ruiz, Caltrans Generalist L. Babcock, USFS N. Sailor, USFS	Meeting to discuss project resources, efforts, and expectations.

Coordination with Tribes

The California Native American Heritage Commission (NAHC) was contacted to request a search of the sacred lands file and an updated list of Native American contacts for the project area.

Initial correspondence was sent April 5th, 2023, and was followed up by phone calls and/or emails on May 16th, 2023, to the following Tribal entities:

- Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians
- Sara Dutschke, Chairperson, Ione Band of Miwok Indians
- Clyde Prout III, Chairperson, Colfax-Todd's Valley Consolidated Tribe
- Don Ryberg, Chairperson, T'si Akim Maidu
- Serrell Smokey, Chairperson, Washoe Tribe of Nevada and California
- Jesus Tarango, Chairperson, Wilton Rancheria
- Cosme Valdez, Chairperson, Nashville-El Dorado Miwok
- Gene Whitehouse, Chairperson, United Auburn Indian Community

The Tribes below responded to consultation letters from the DNAC and requested additional mapping of the project as well as Caltrans' plan for protecting sites in and around the project area:

- The United Auburn Indian Community of the Auburn Rancheria responded on April 12th, 2023
- Colfax-Todds Valley Consolidated Tribe responded to letters on May 4th, 2023
- The Washoe Tribe of Nevada and California responded during a virtual meeting with the Caltrans DNAC on May 22nd, 2023

Additional information was provided, and none of the consulting Tribes notified the Caltrans DNAC of any known Tribal cultural resources during communications. Caltrans informed Tribes that archaeological resources within the project footprint would be protected using an Environmental Sensitive Area (ESA) Action Plan, which would be shared with the Tribes upon its completion.

Chapter 4. List of Preparers

The following individuals performed the environmental work and contributed to the preparation of the Initial Study / Negative Declaration:

California Department of Transportation, District 3

Aaron Bali	Transportation Engineer (Air Quality, Noise Specialist)
Mark Melani	Environmental Scientist (Hazardous Waste)
Sean Cross	NPDES Coordinator (Water Quality)
Sangwon Lee	Transportation Engineer (Hydraulics/Floodplain)
Sydney Eto	Environmental Scientist (Biologist)
Salahuddin Chowdhury	Senior Transportation Engineer (Design)
Andrey Tokmakov	Senior Transportation Engineer (Design)
Socorro Urena	Senior Transportation Engineer (Design)
Yige Sun	Landscape Associate (Aesthetics)
Cara Lambirth	Senior Environmental Scientist (Branch Chief)
Dotrik Wilson	Environmental Program Manager (Acting Office Chief)
Jer Vang	Transportation Engineer (Design)
Lisa Bright	Senior Environmental Scientist (Archaeology)
Erick Wulf	Associate Environmental Planner (Archaeology)
Katherine Jorgensen	Environmental Scientist (Native American Coordinator)
Sonia Miller	Associate Environmental Planner (Architectural Historian)
Danielle Ruiz	Environmental Scientist (Coordinator)

Pacific Legacy

Robert Jackson

Principal Archaeologist 4919 Windplay Drive, Suite 4
El Dorado Hills, CA 95762

Chapter 5. Distribution List

Federal and State Agencies

United States Forest Service Eldorado National Forest, Placerville Ranger District
4260 Eight Mile Road
Camino, CA 95709

North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Clerk of the Board El Dorado County
330 Fair Lane, Building A
Placerville, CA 95667

Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-8114

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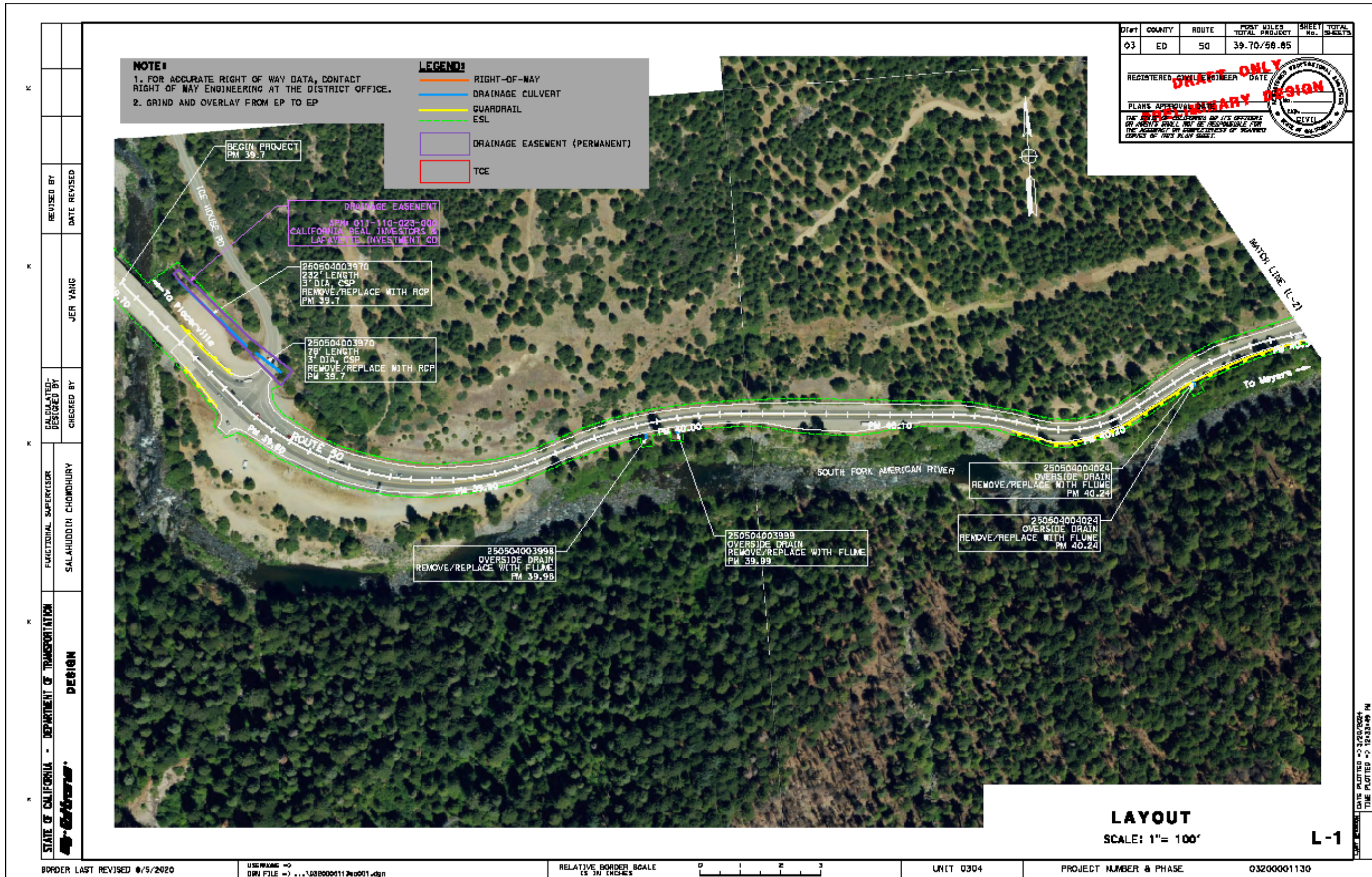
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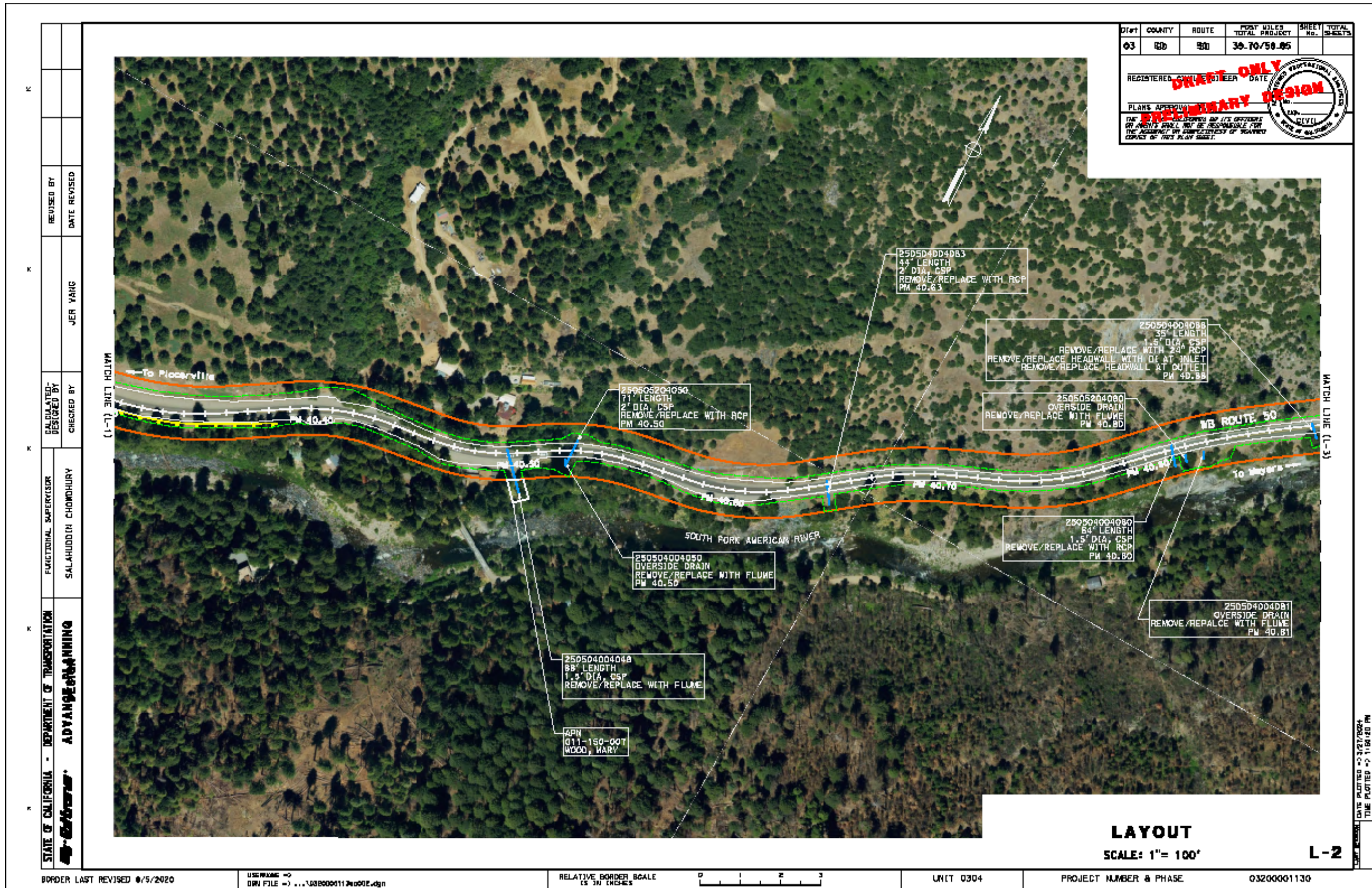
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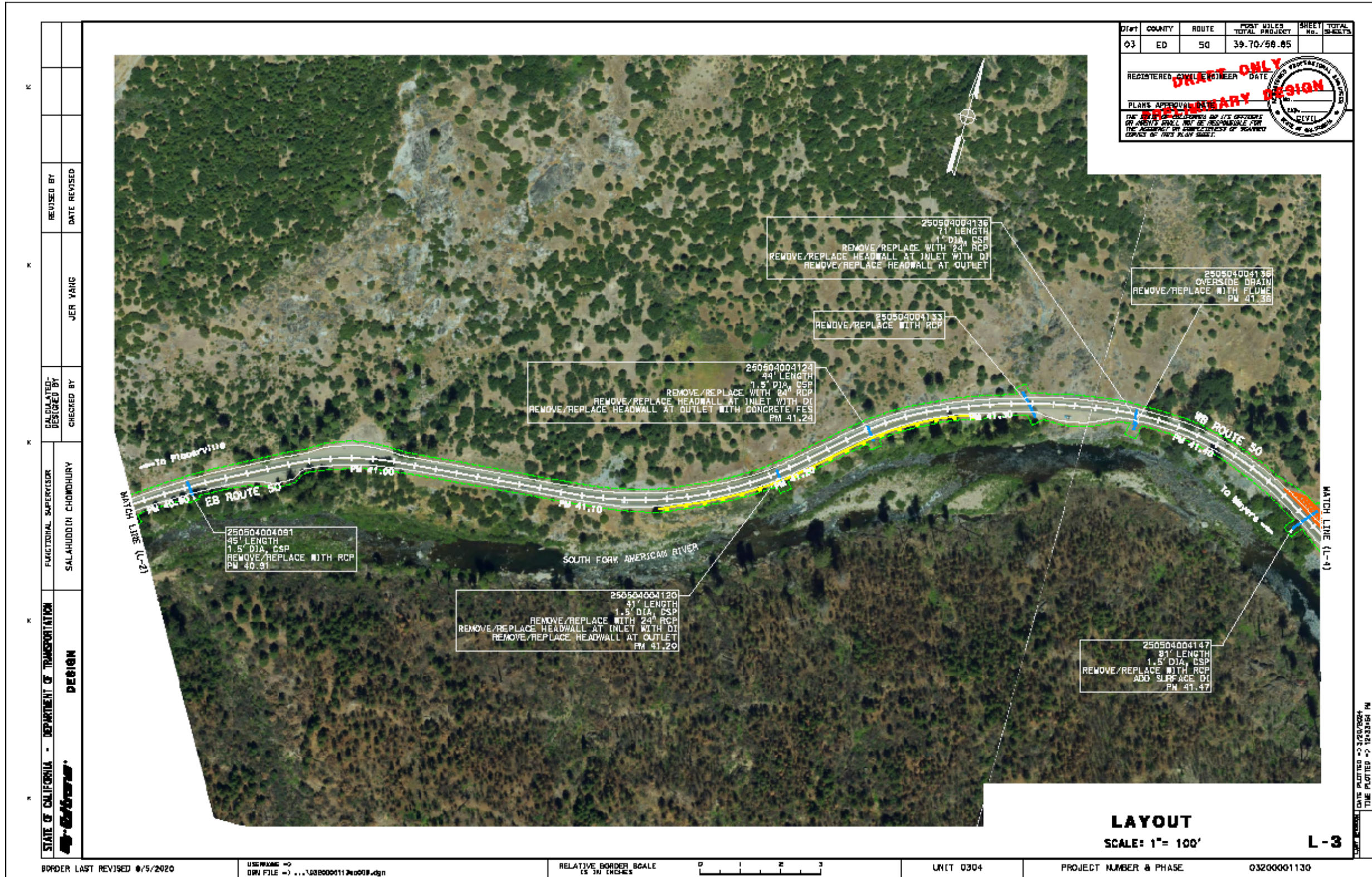
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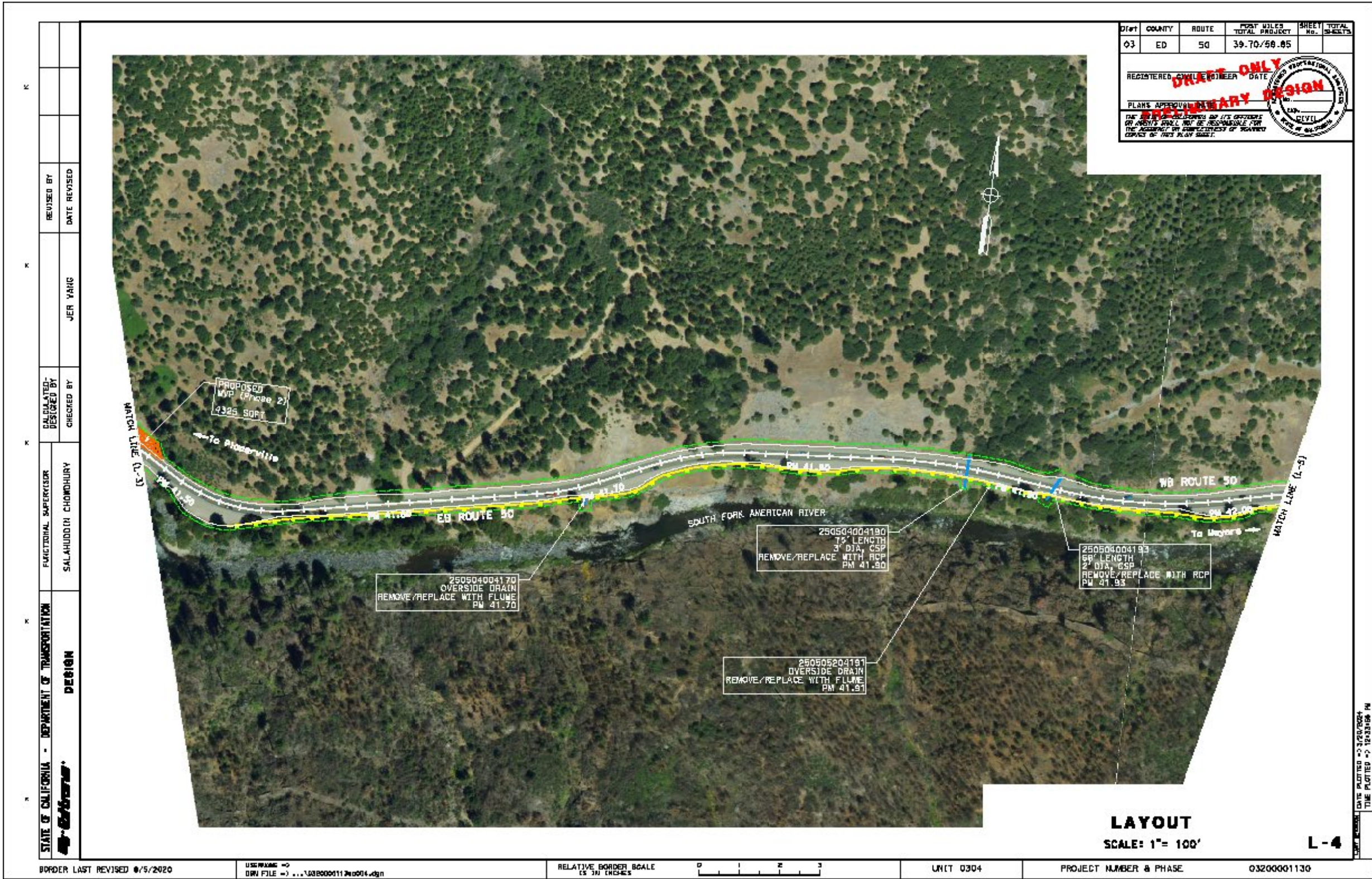
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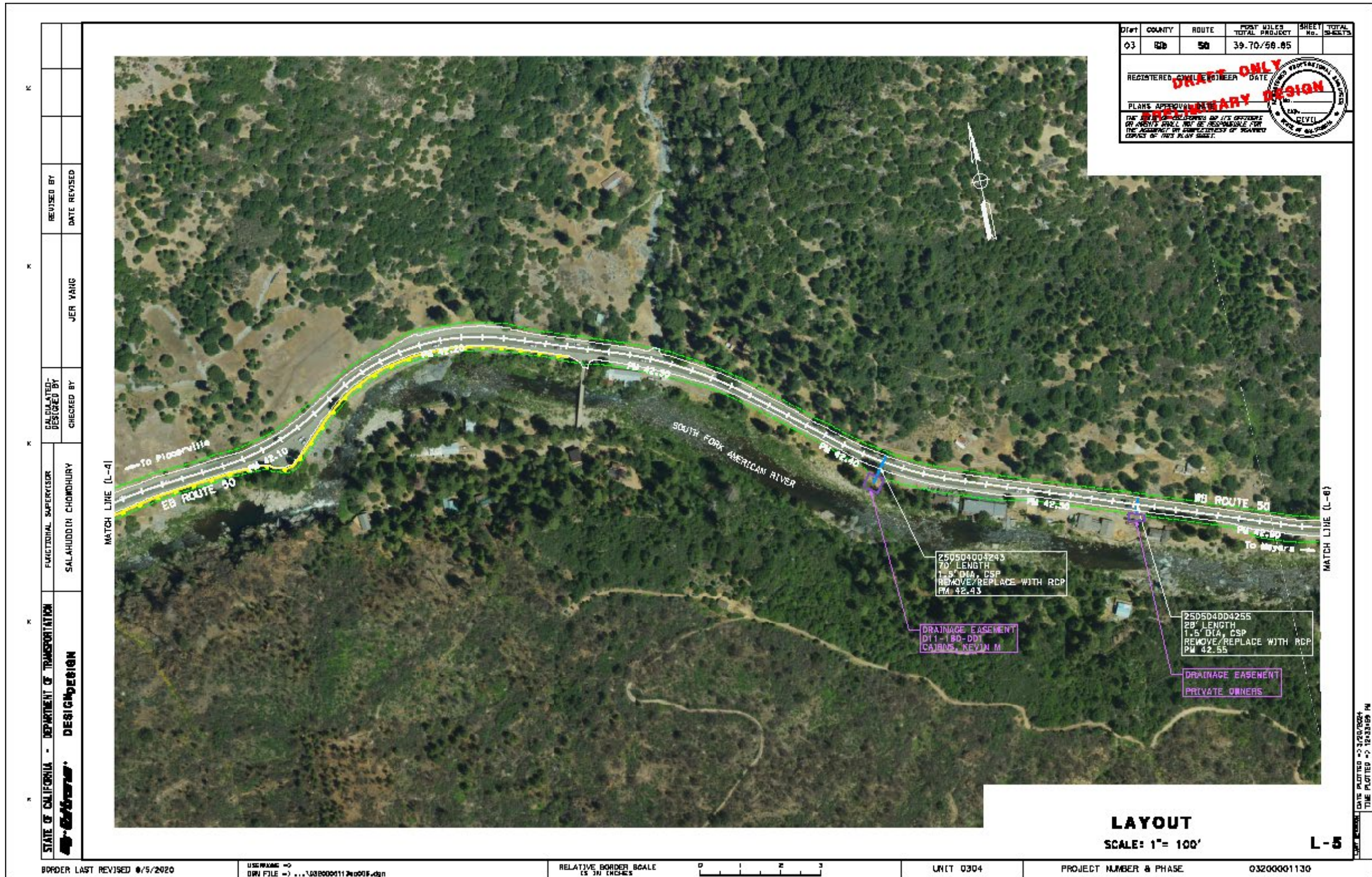
Appendix A. Project Layouts

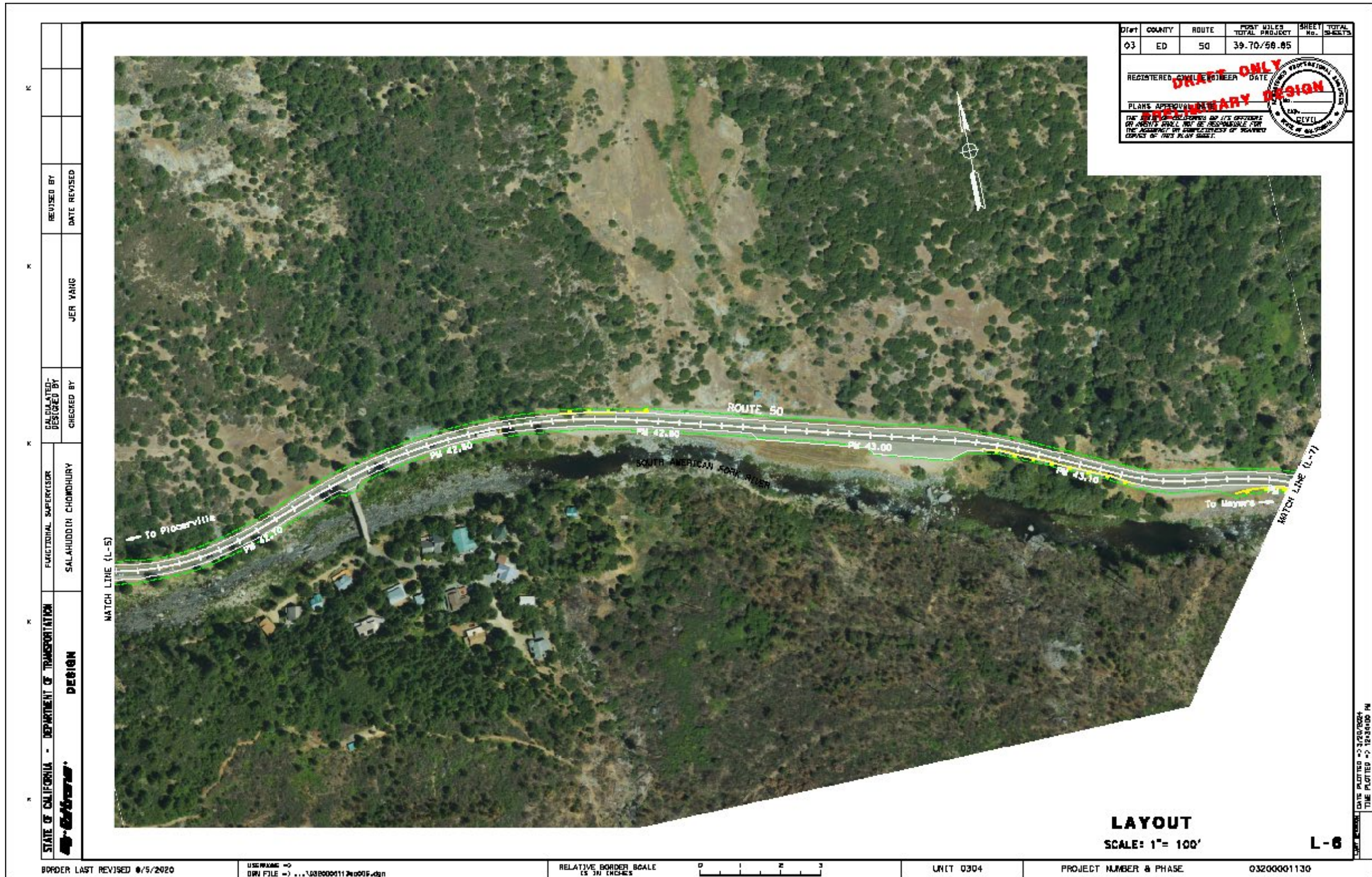


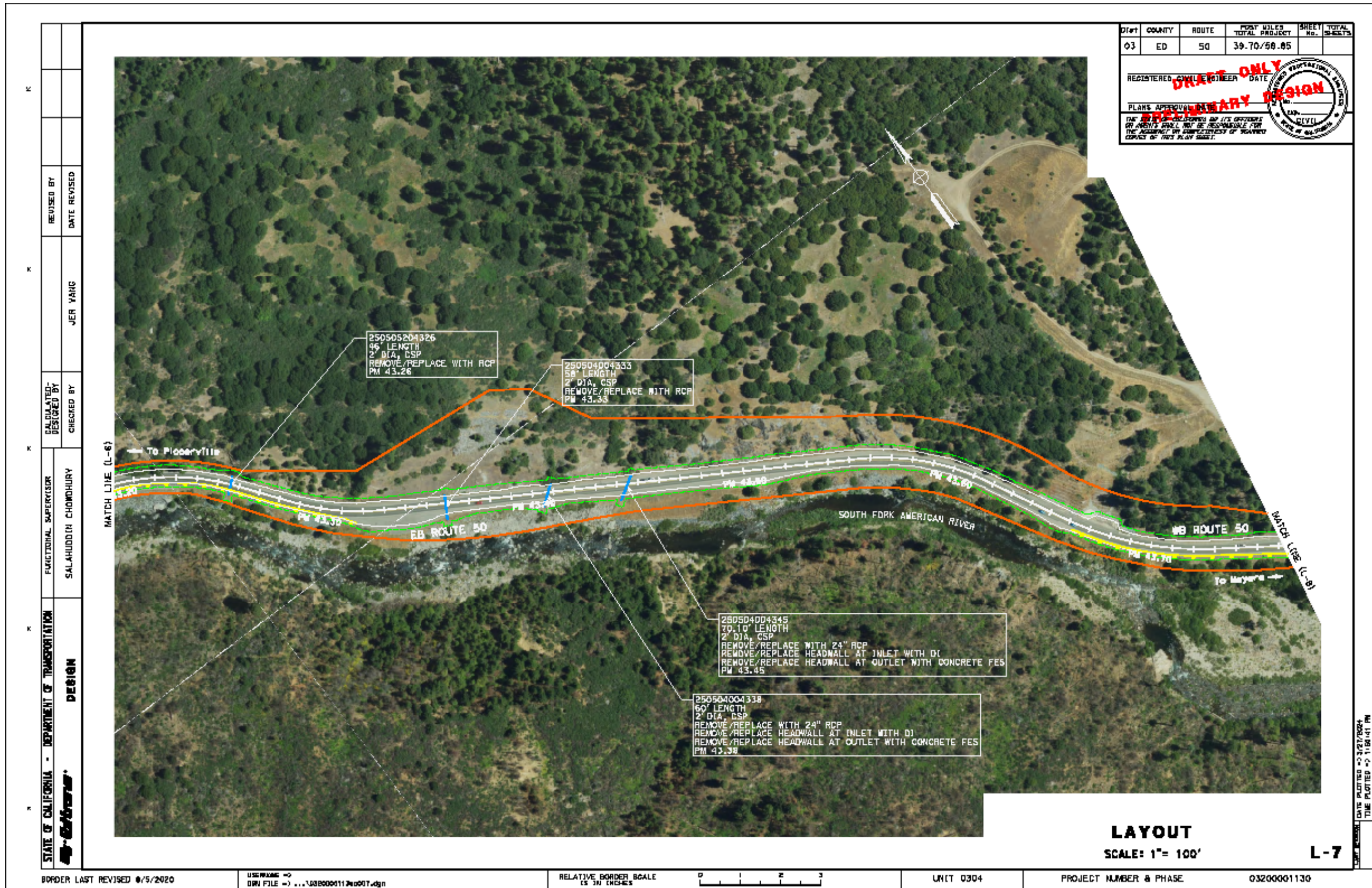


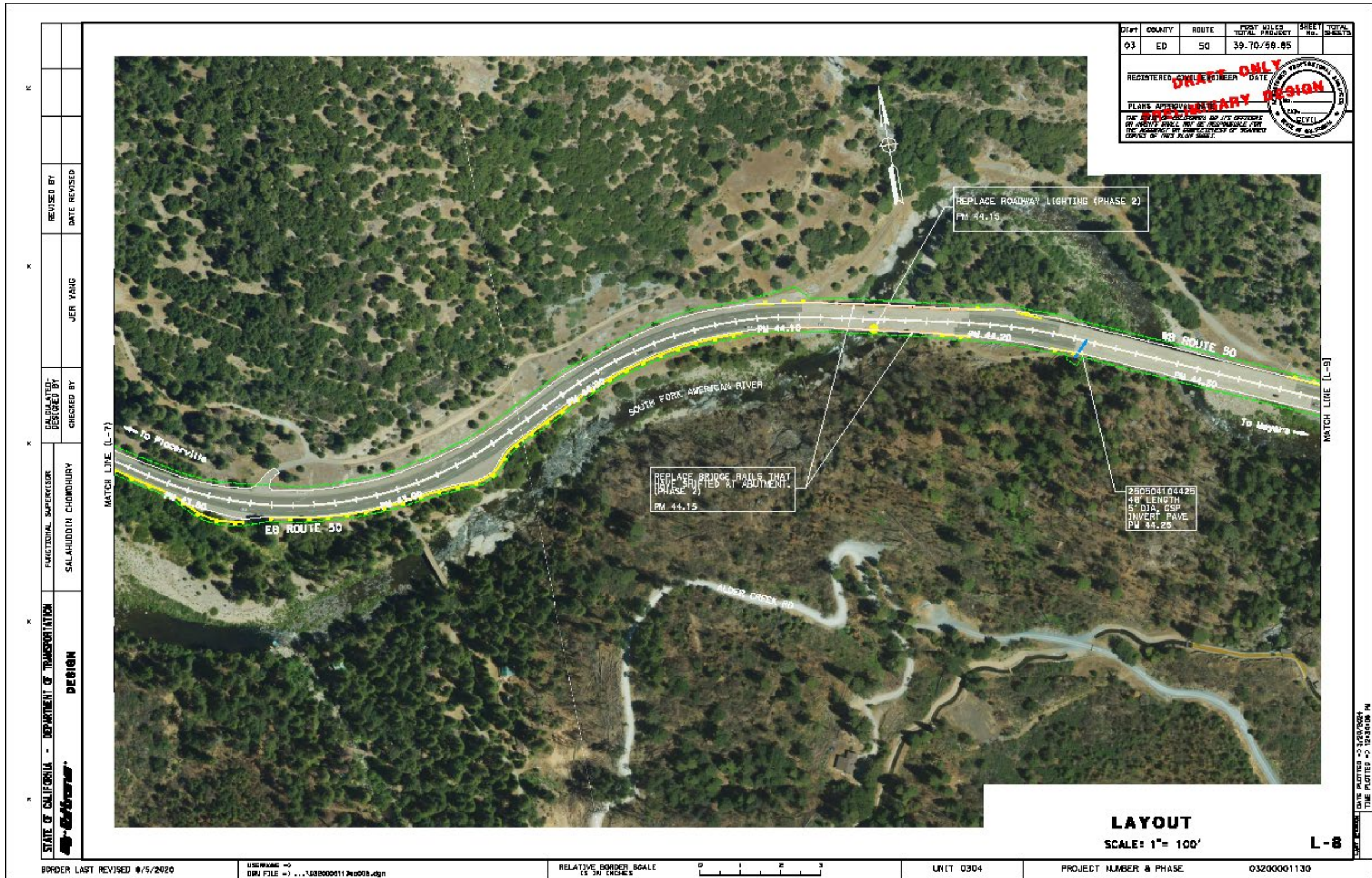












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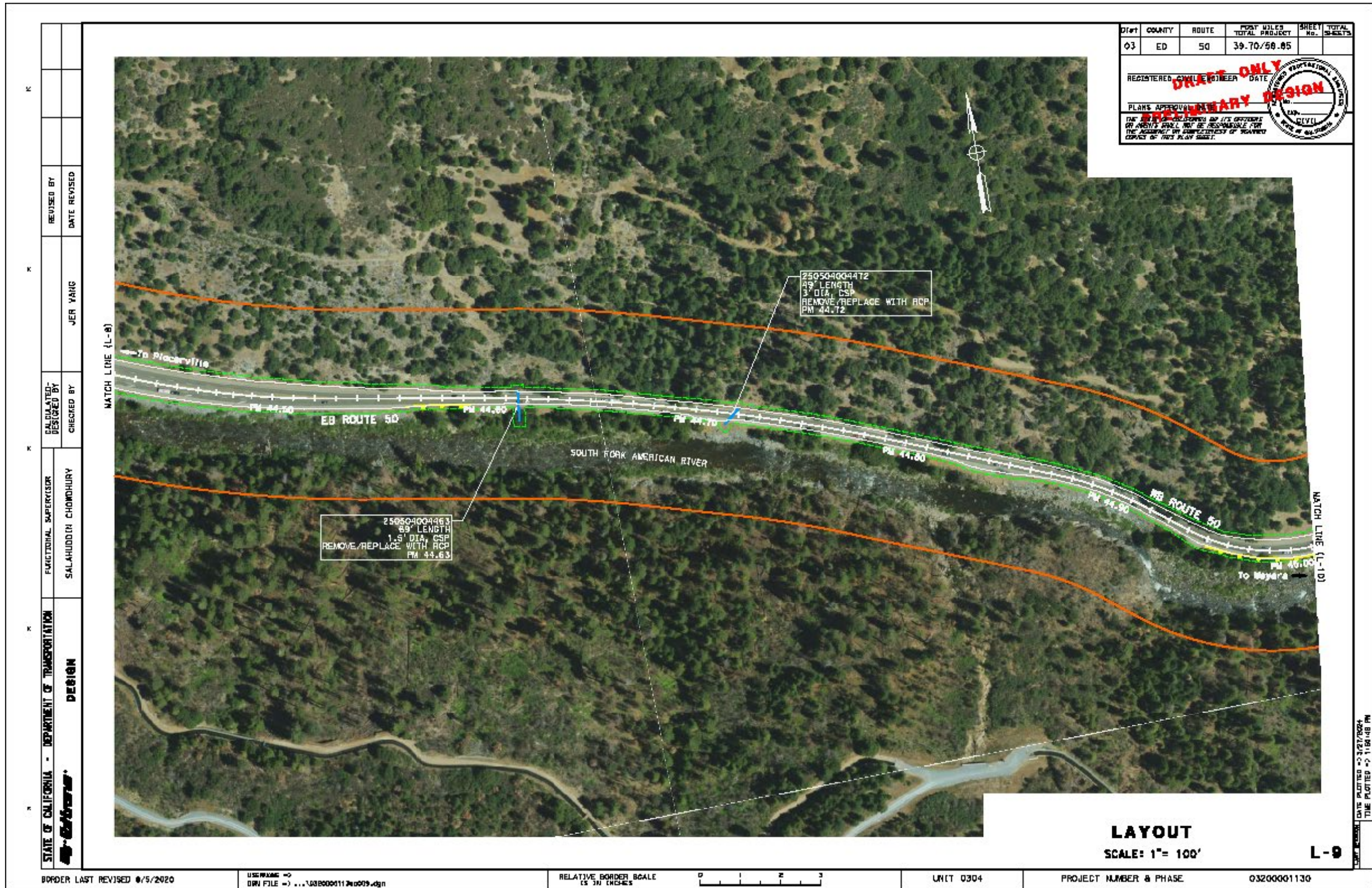
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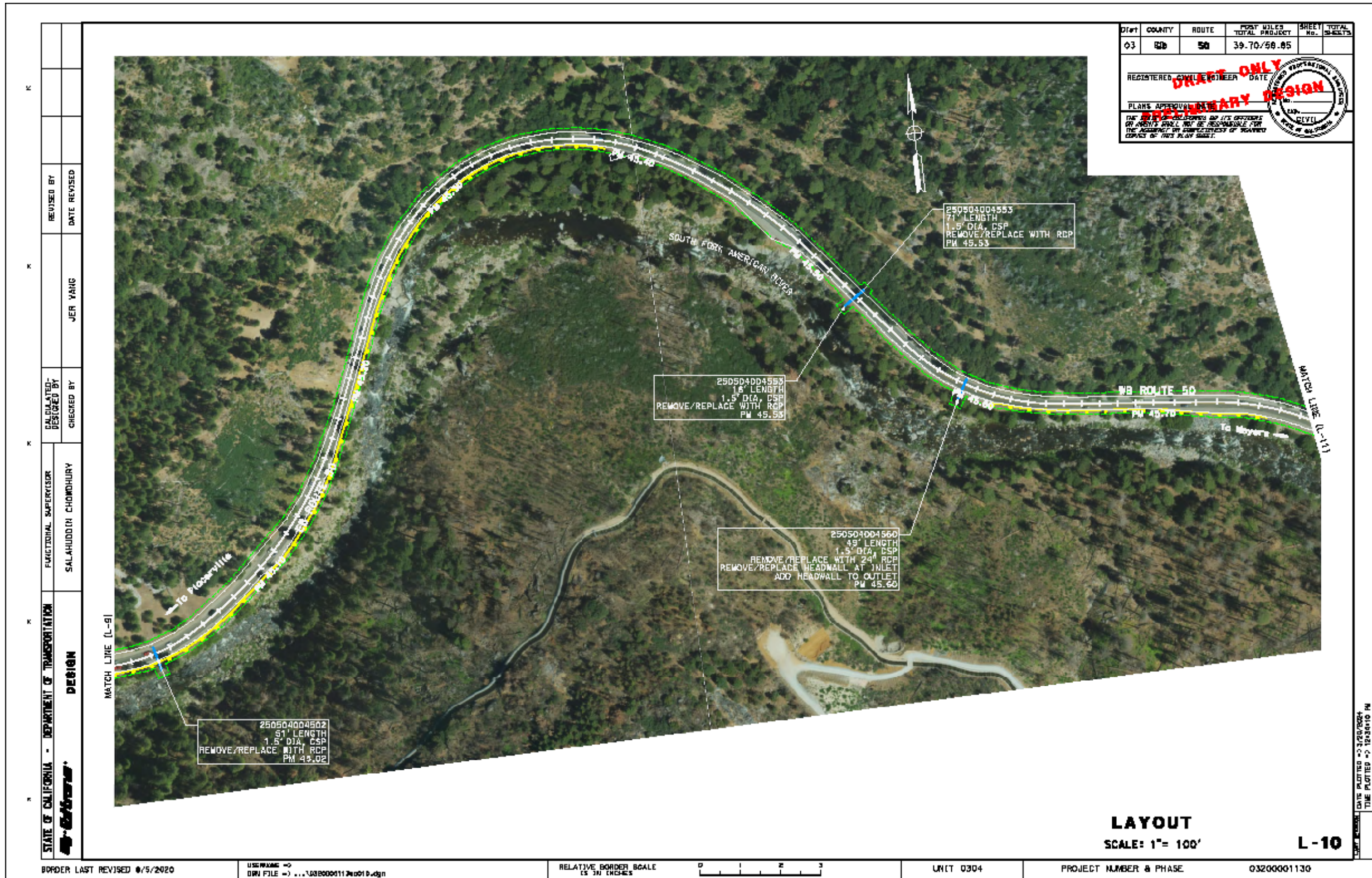
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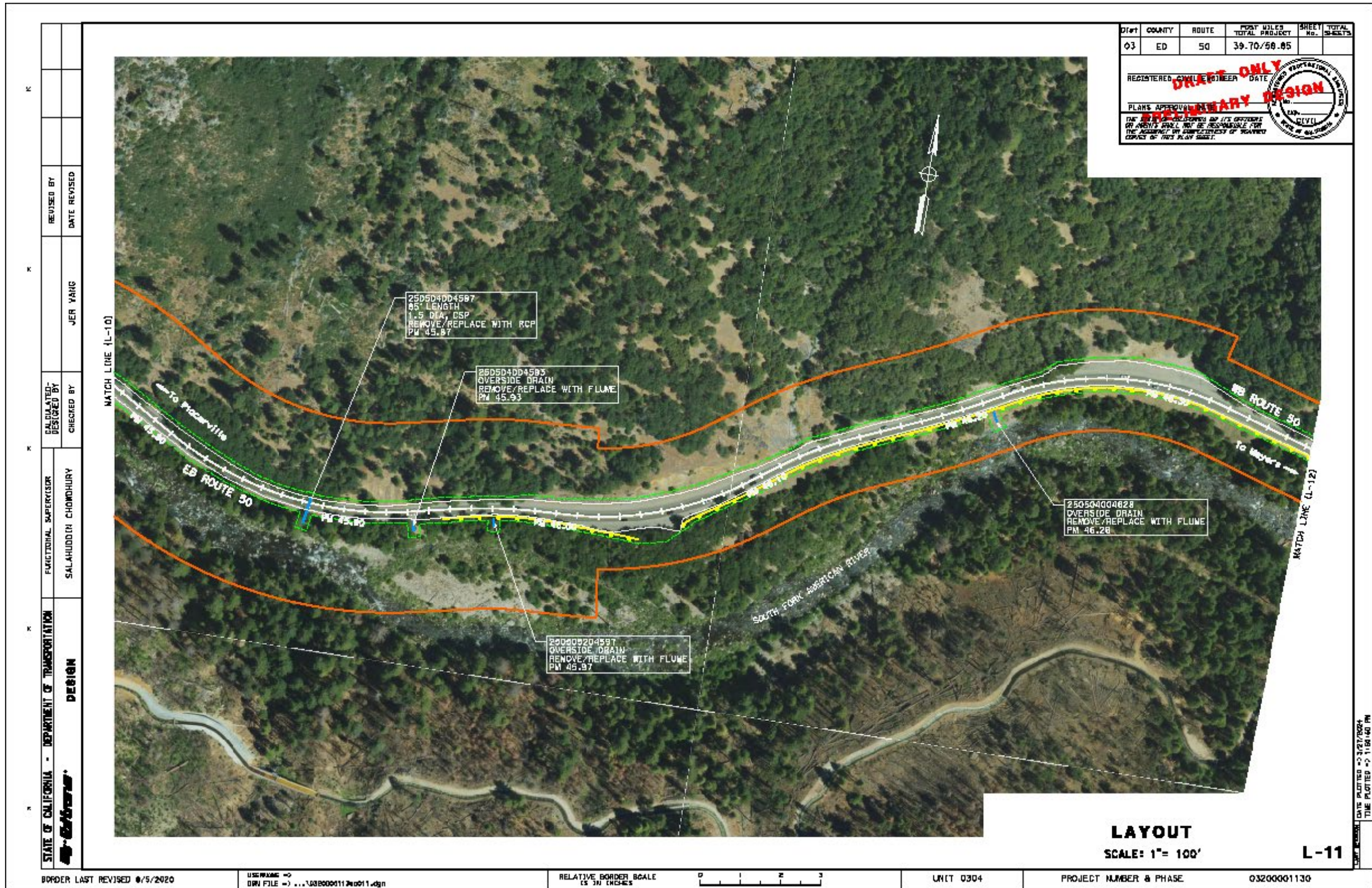
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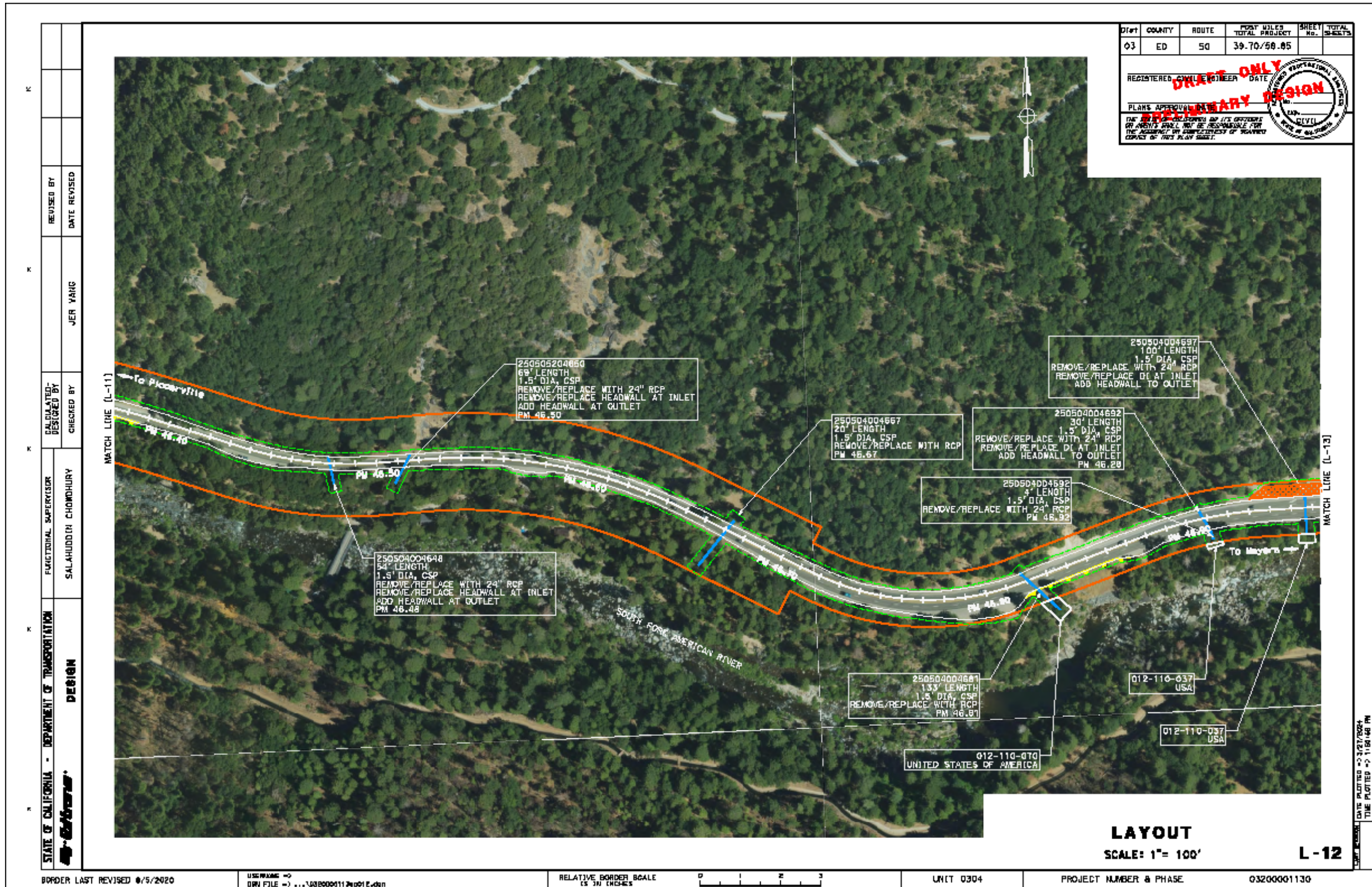
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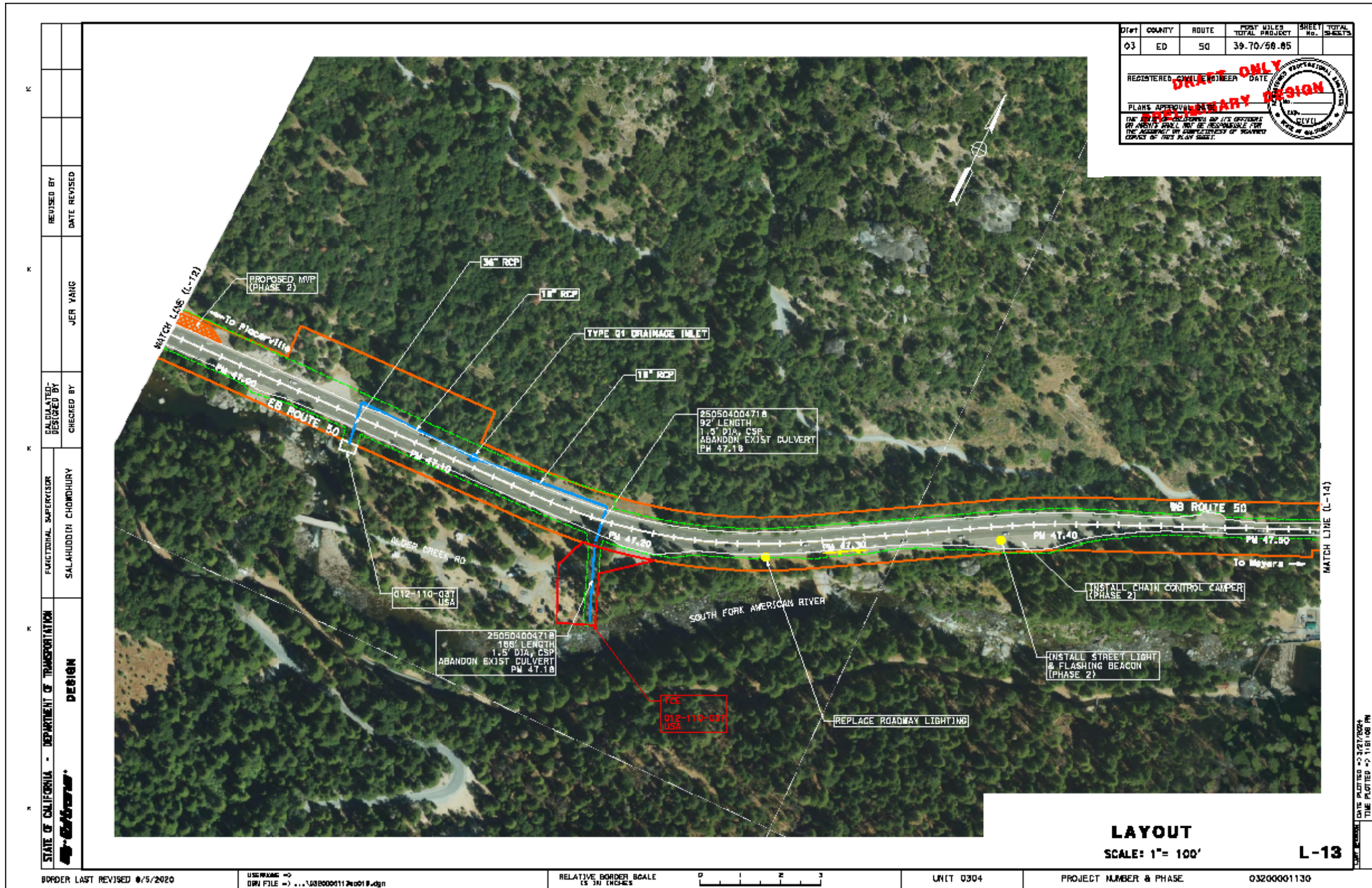
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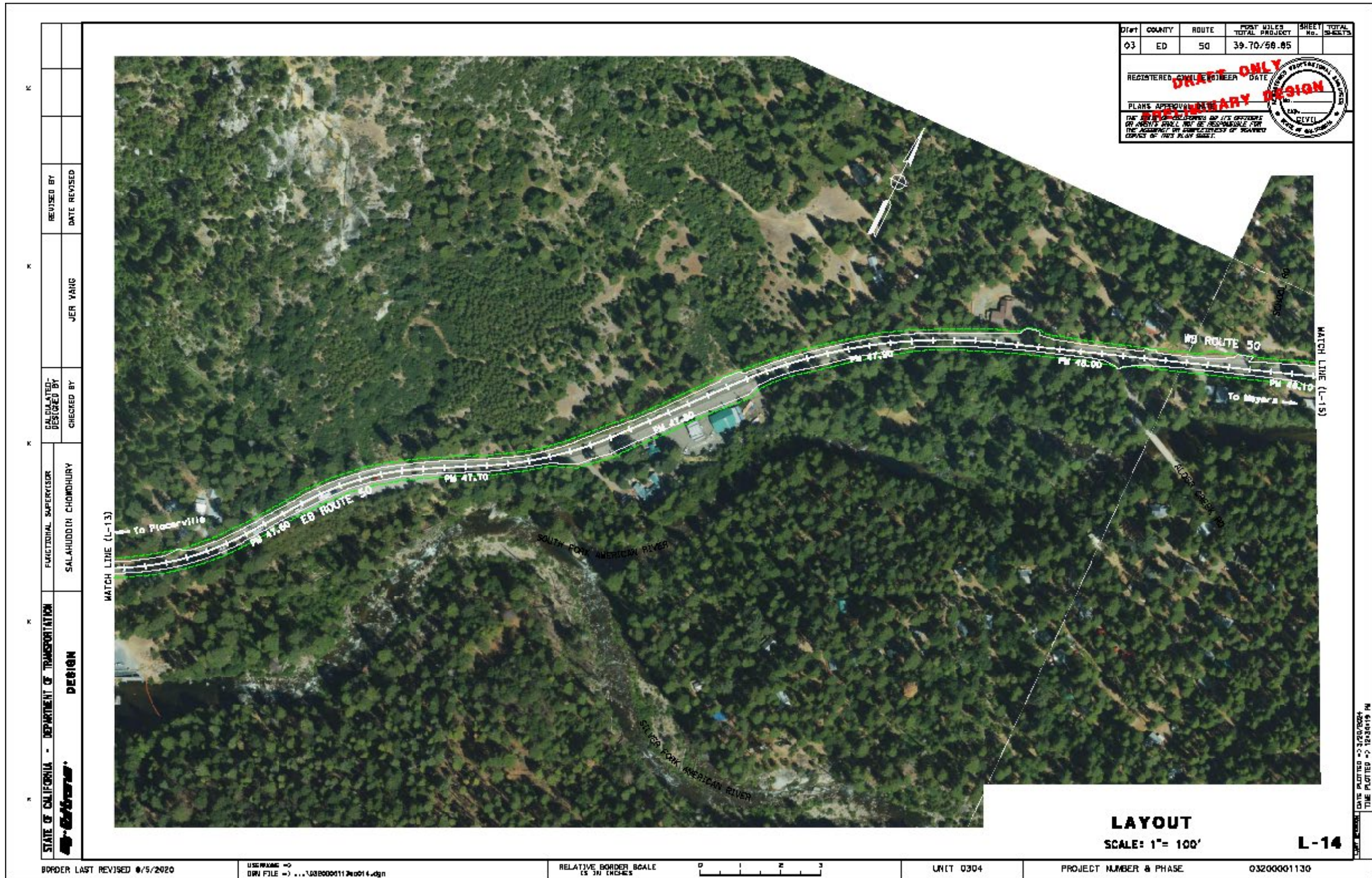
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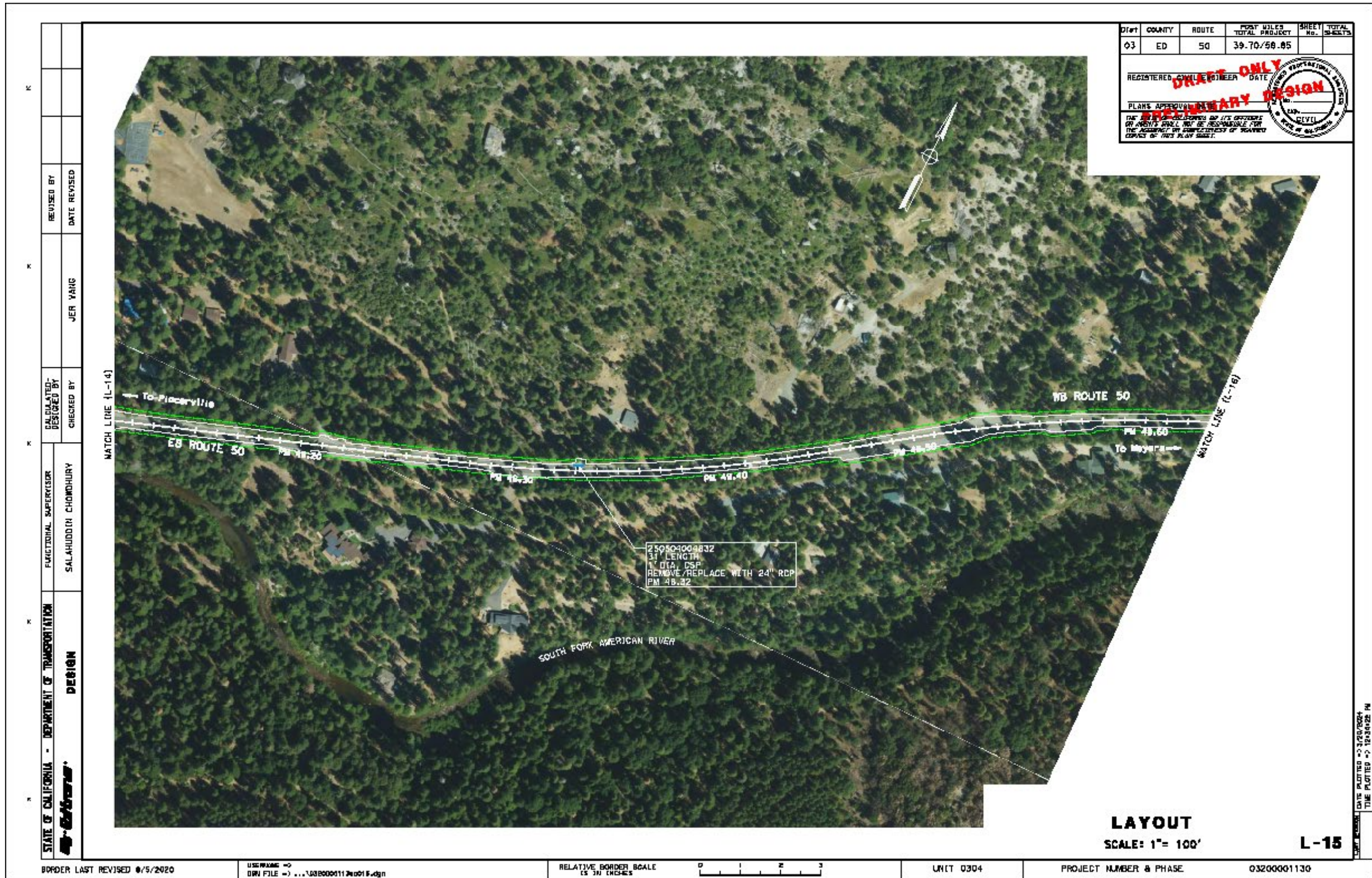


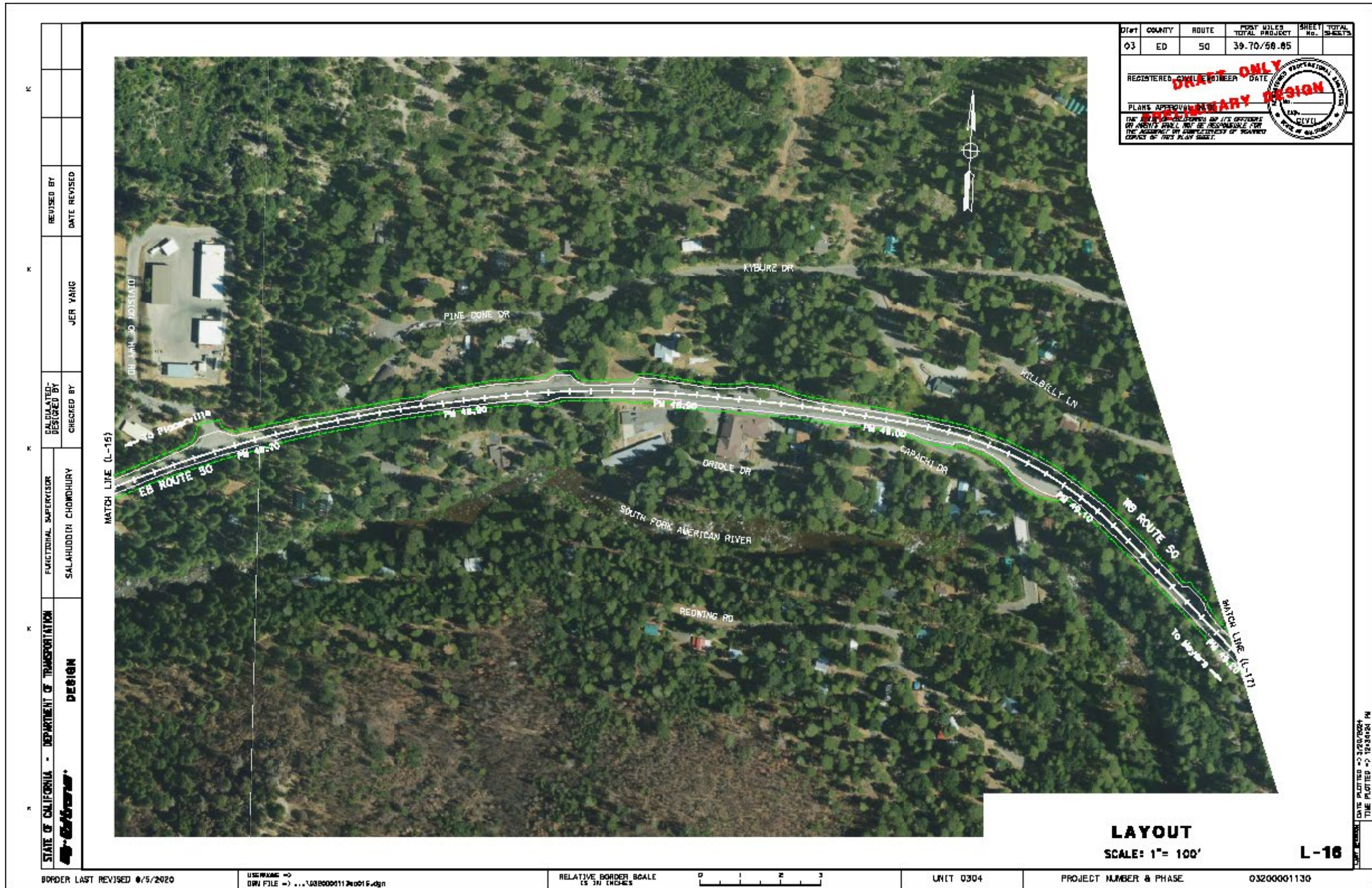












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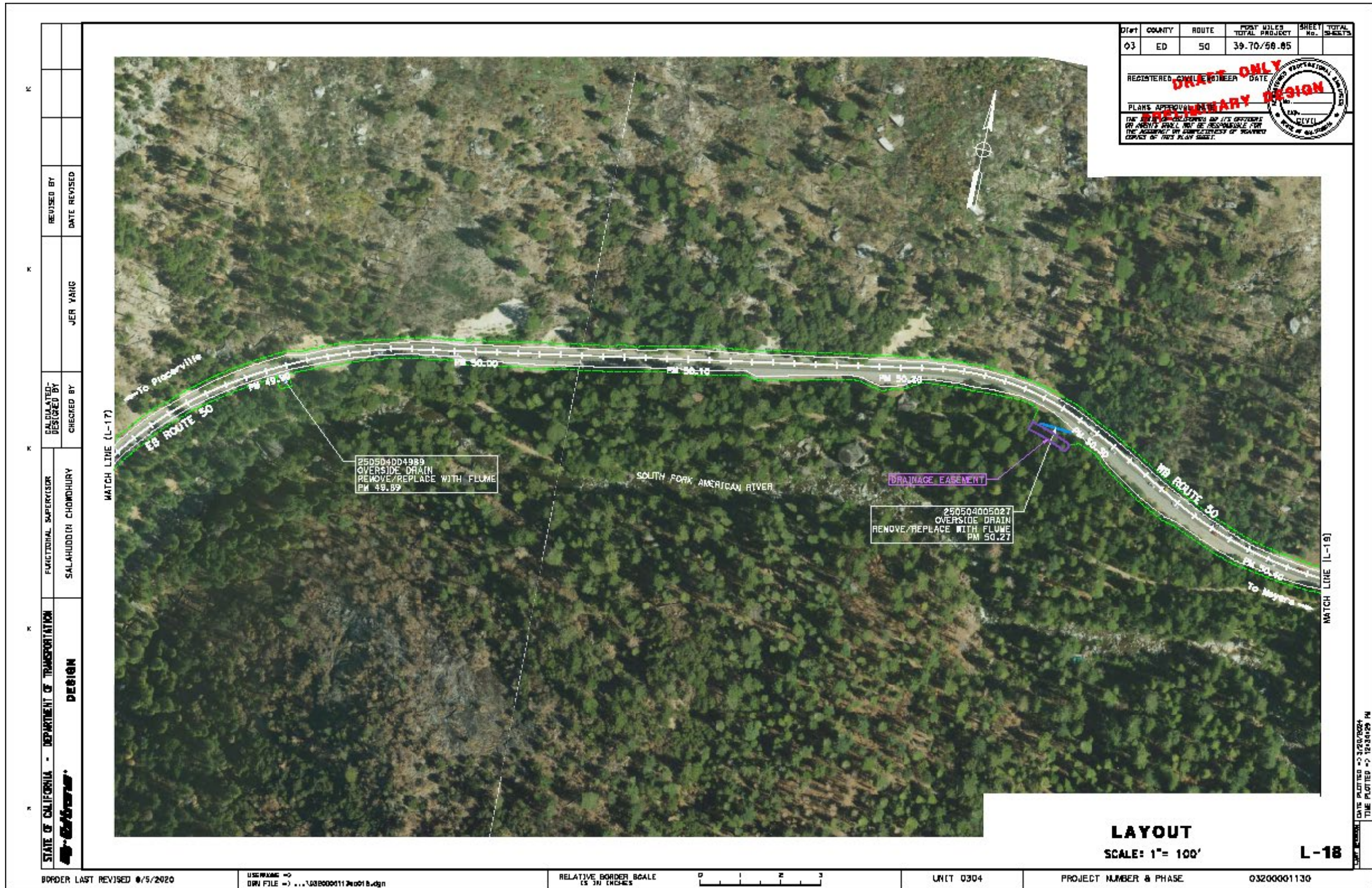
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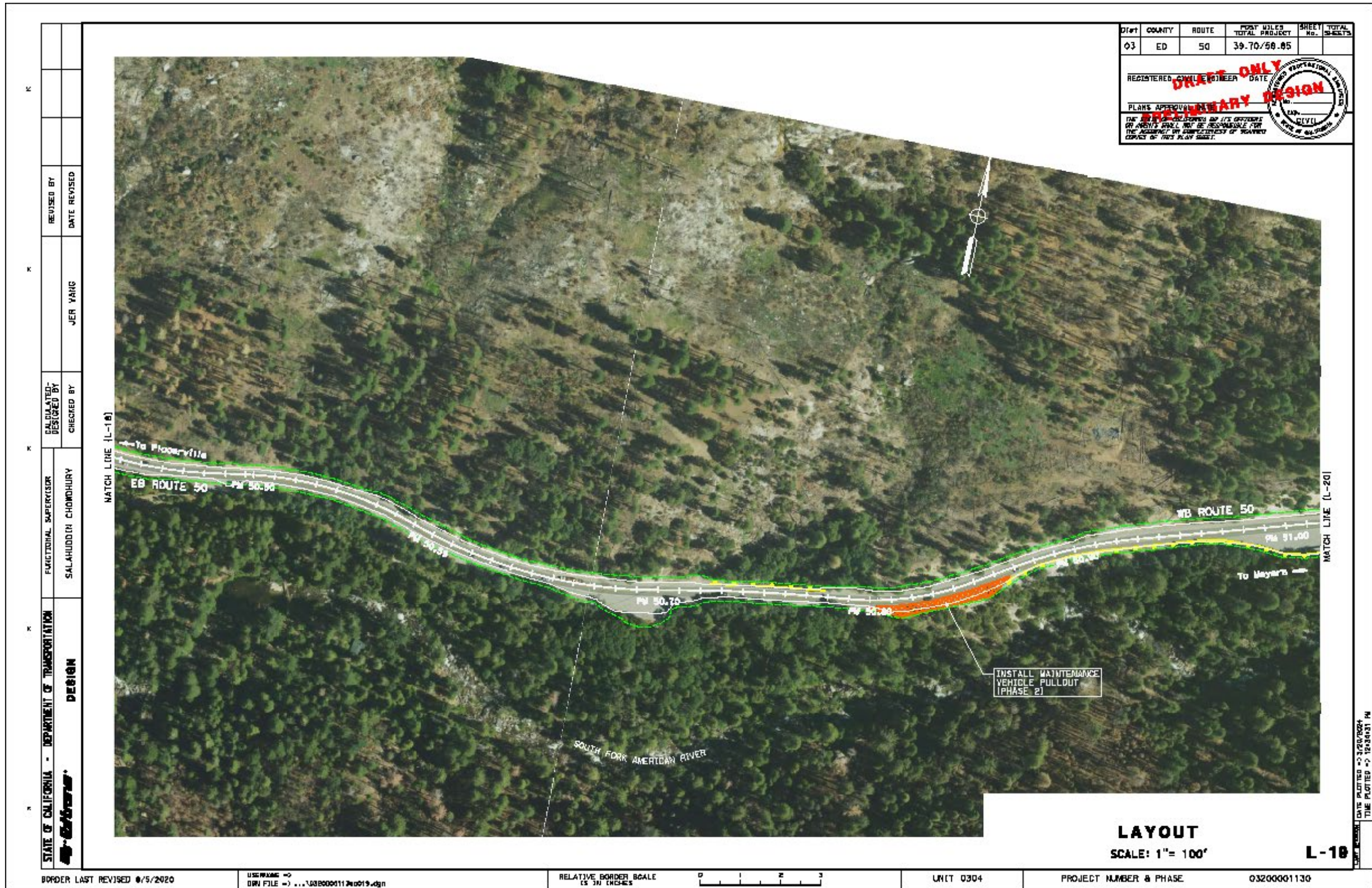
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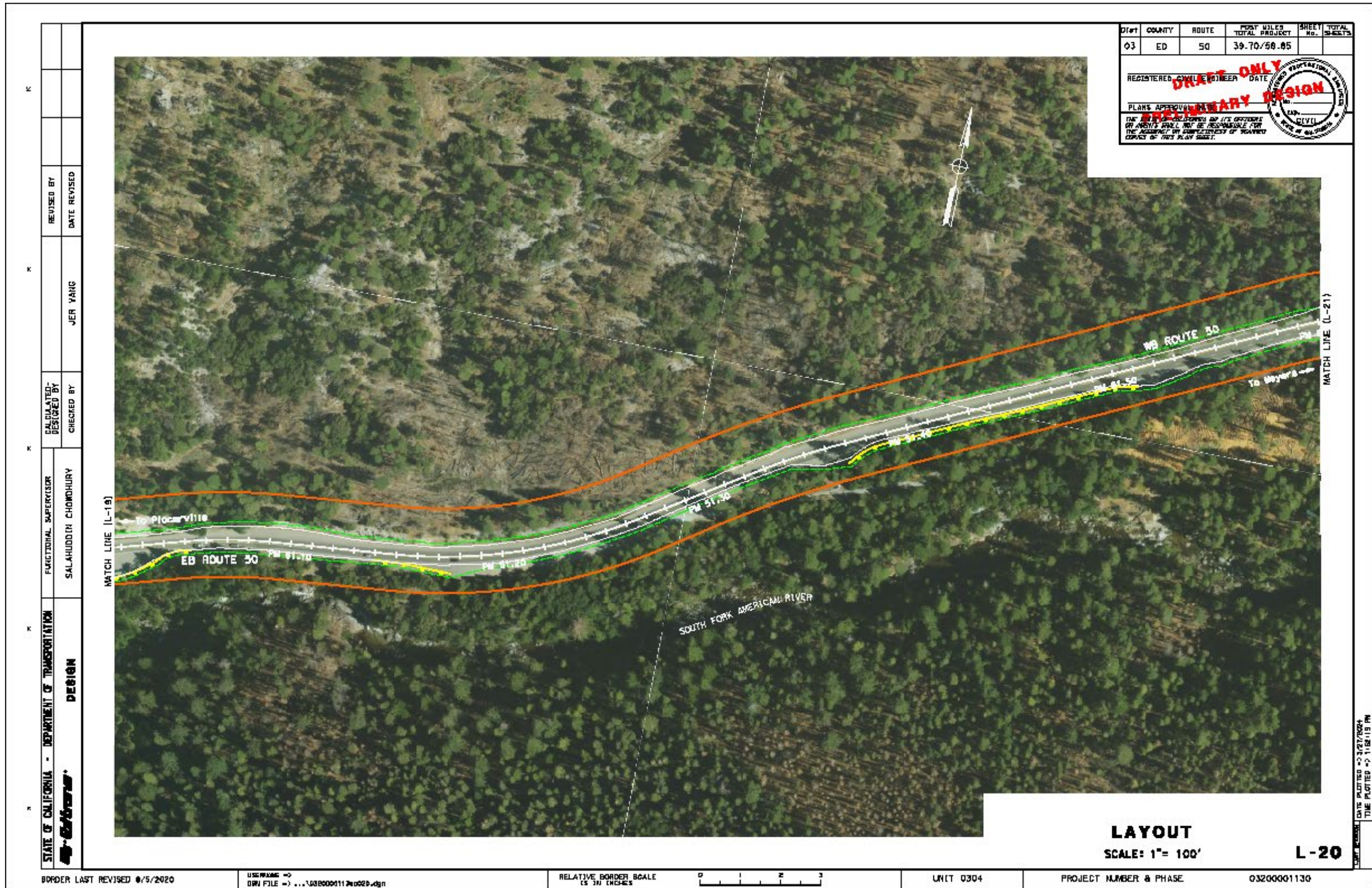
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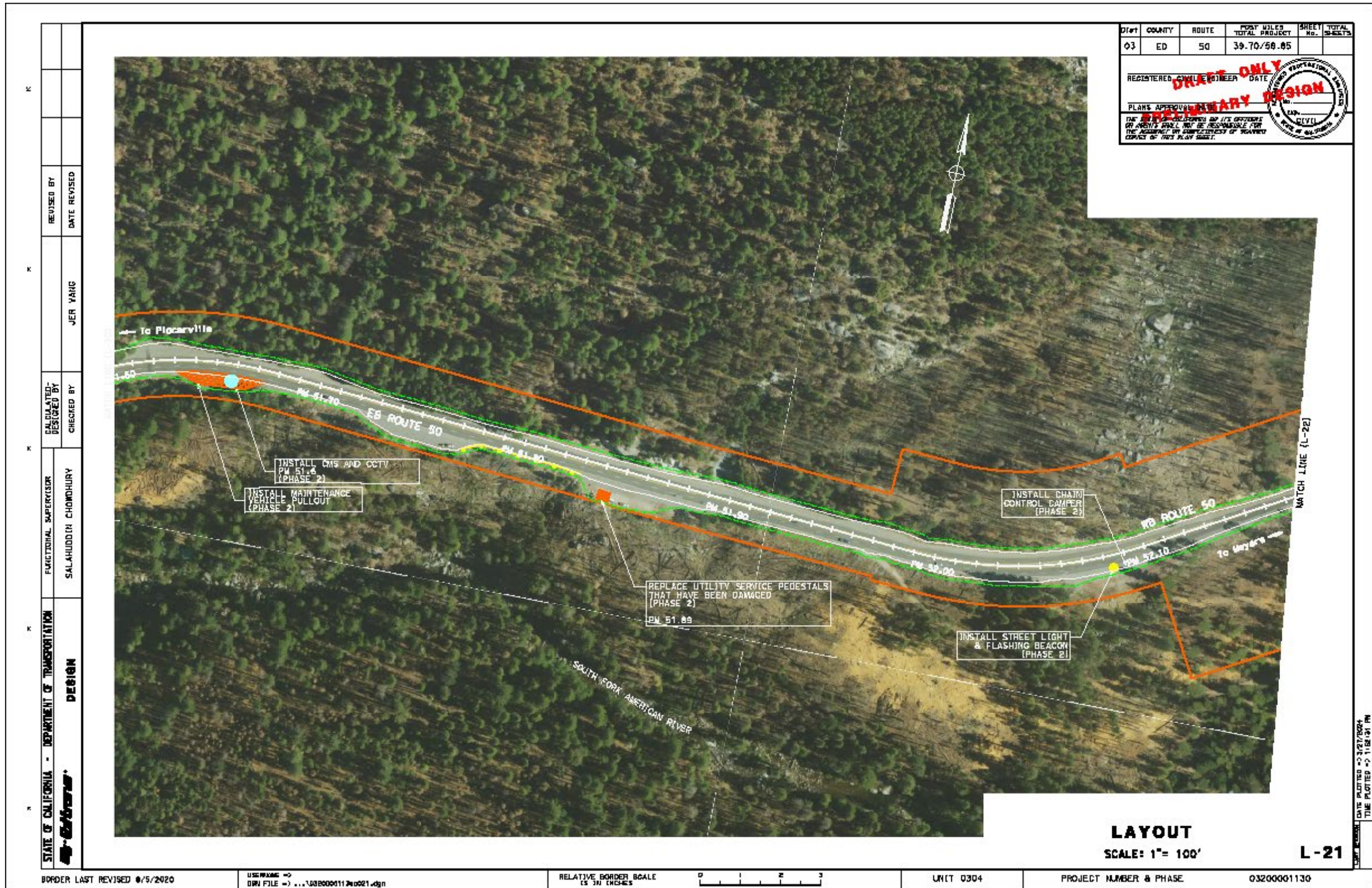
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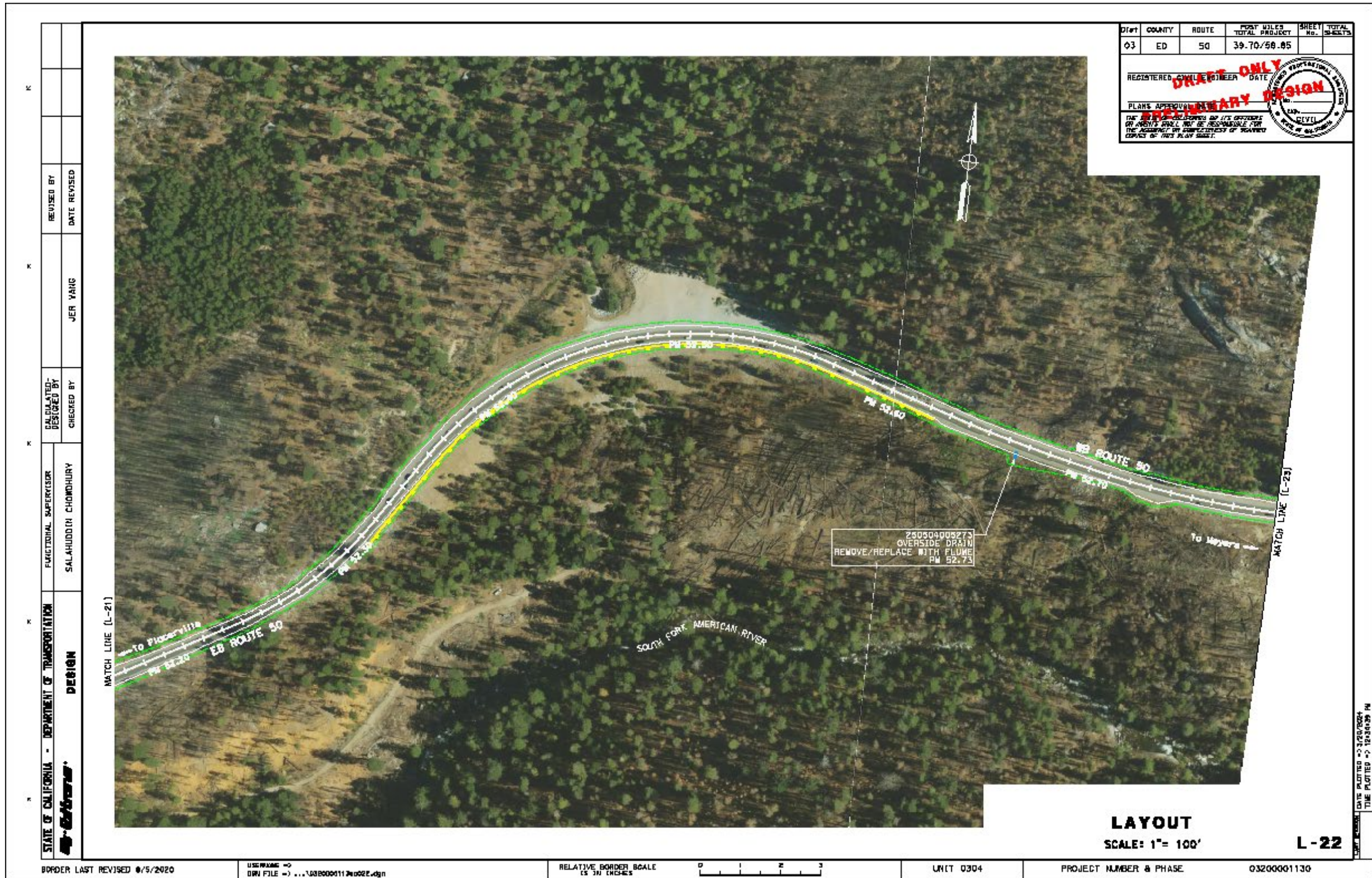
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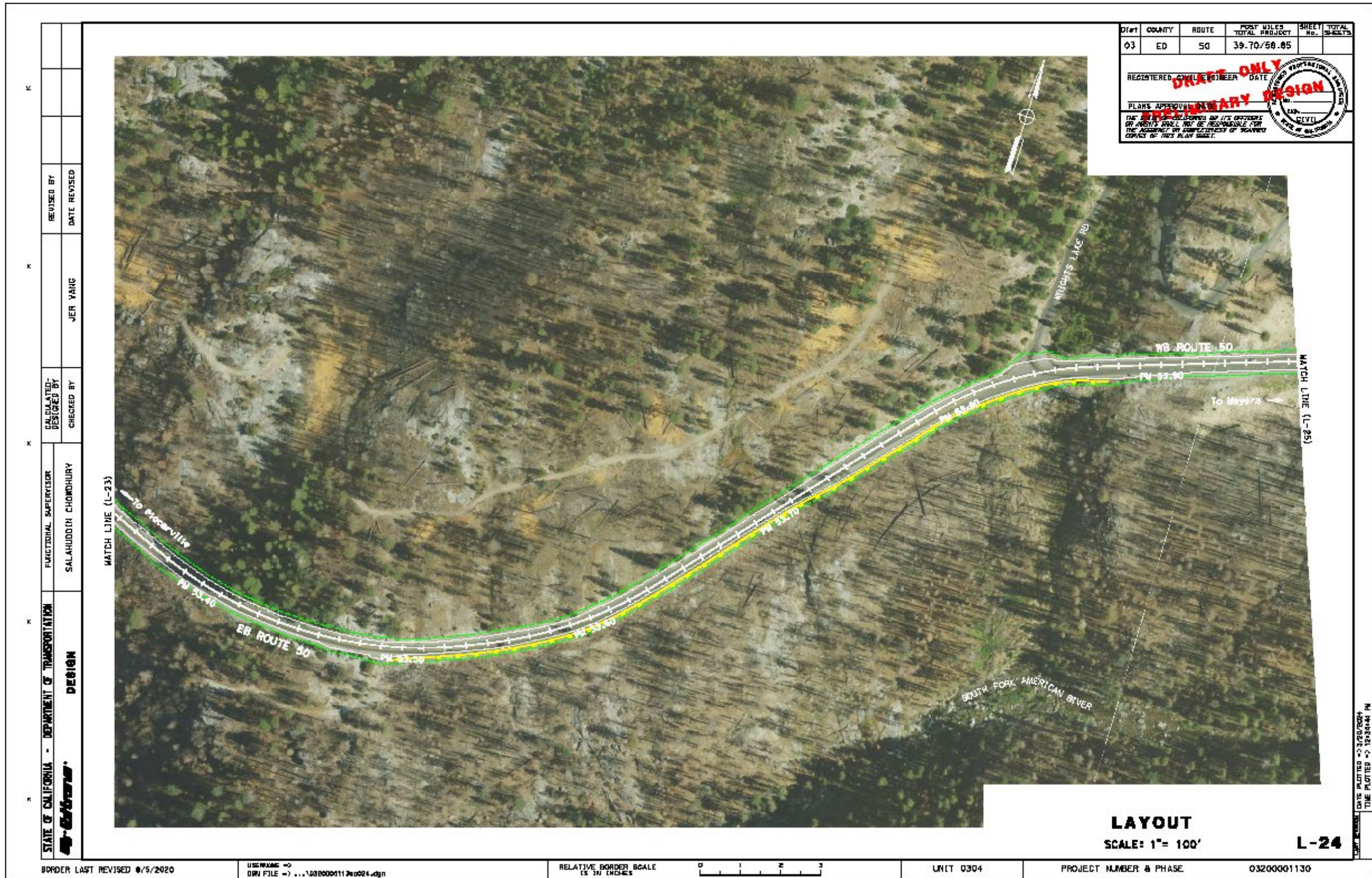
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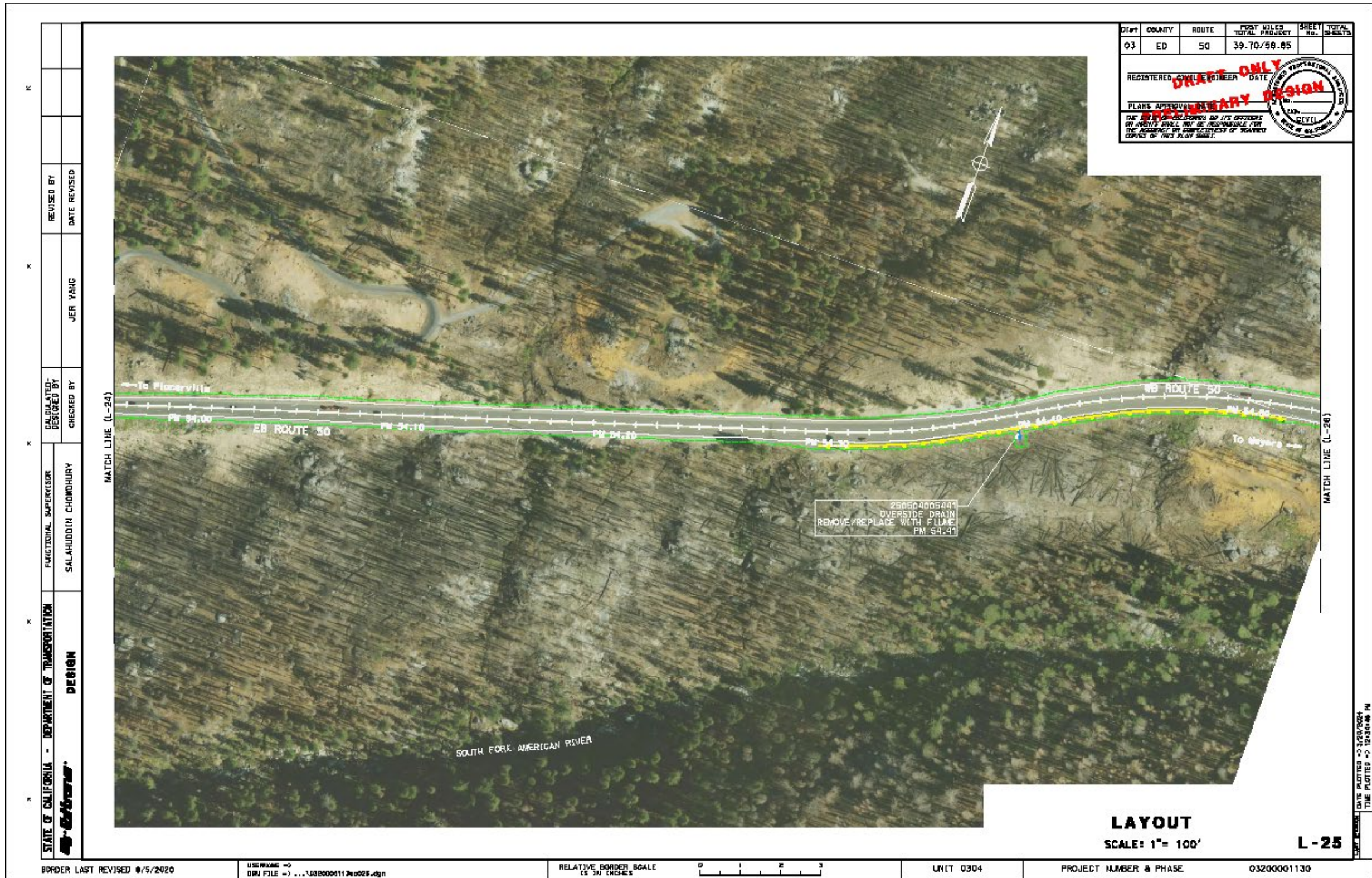
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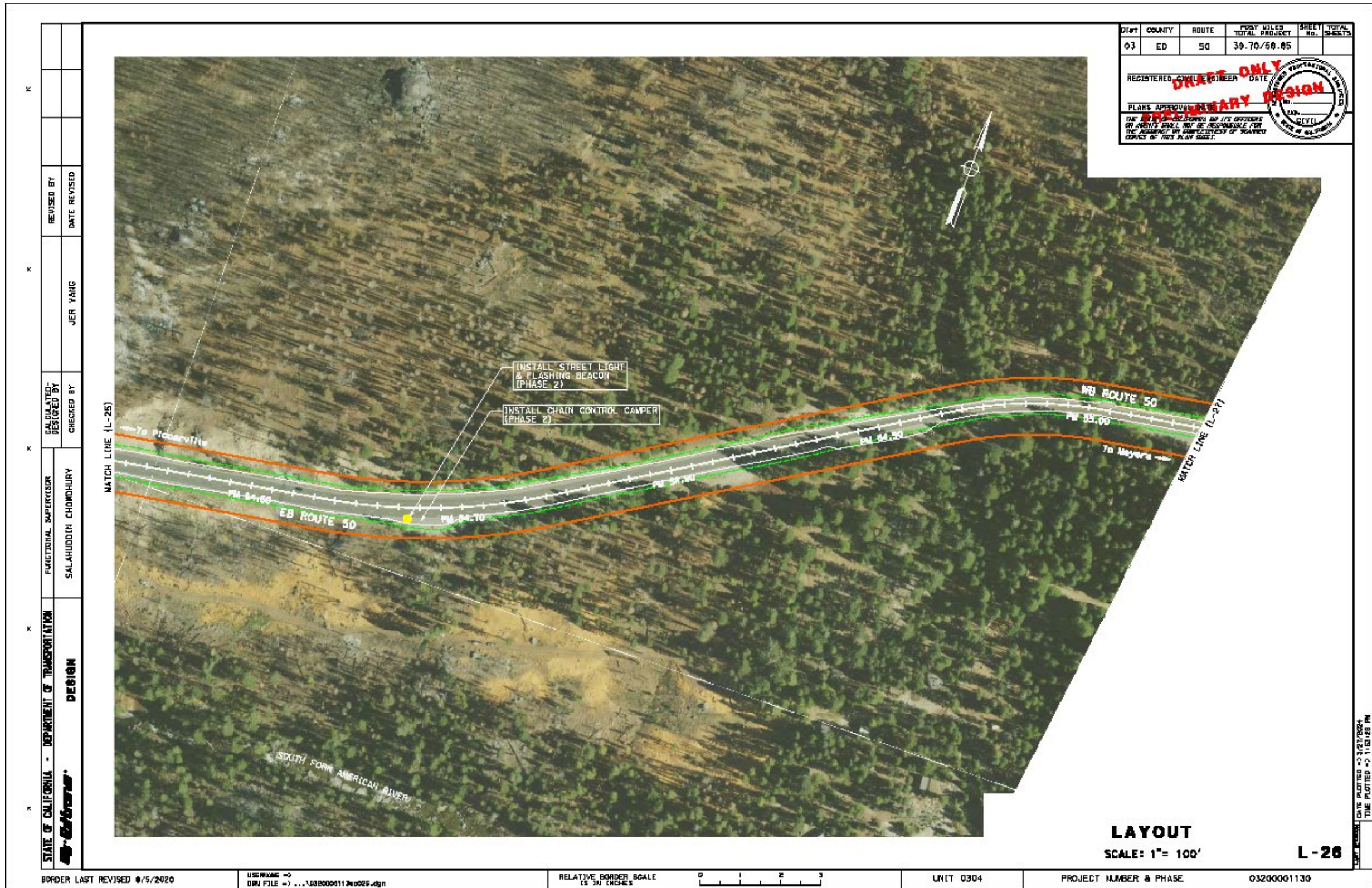
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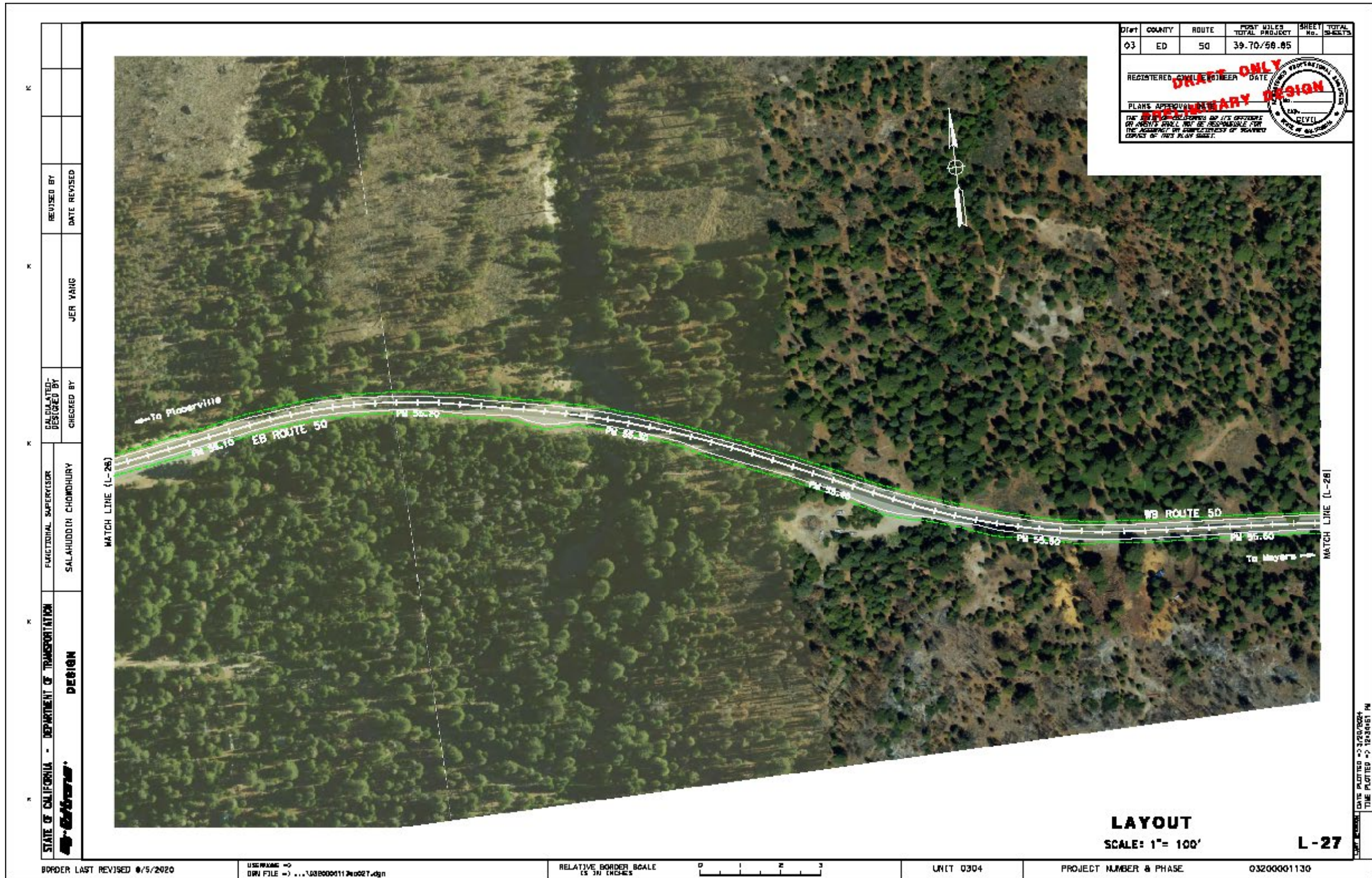
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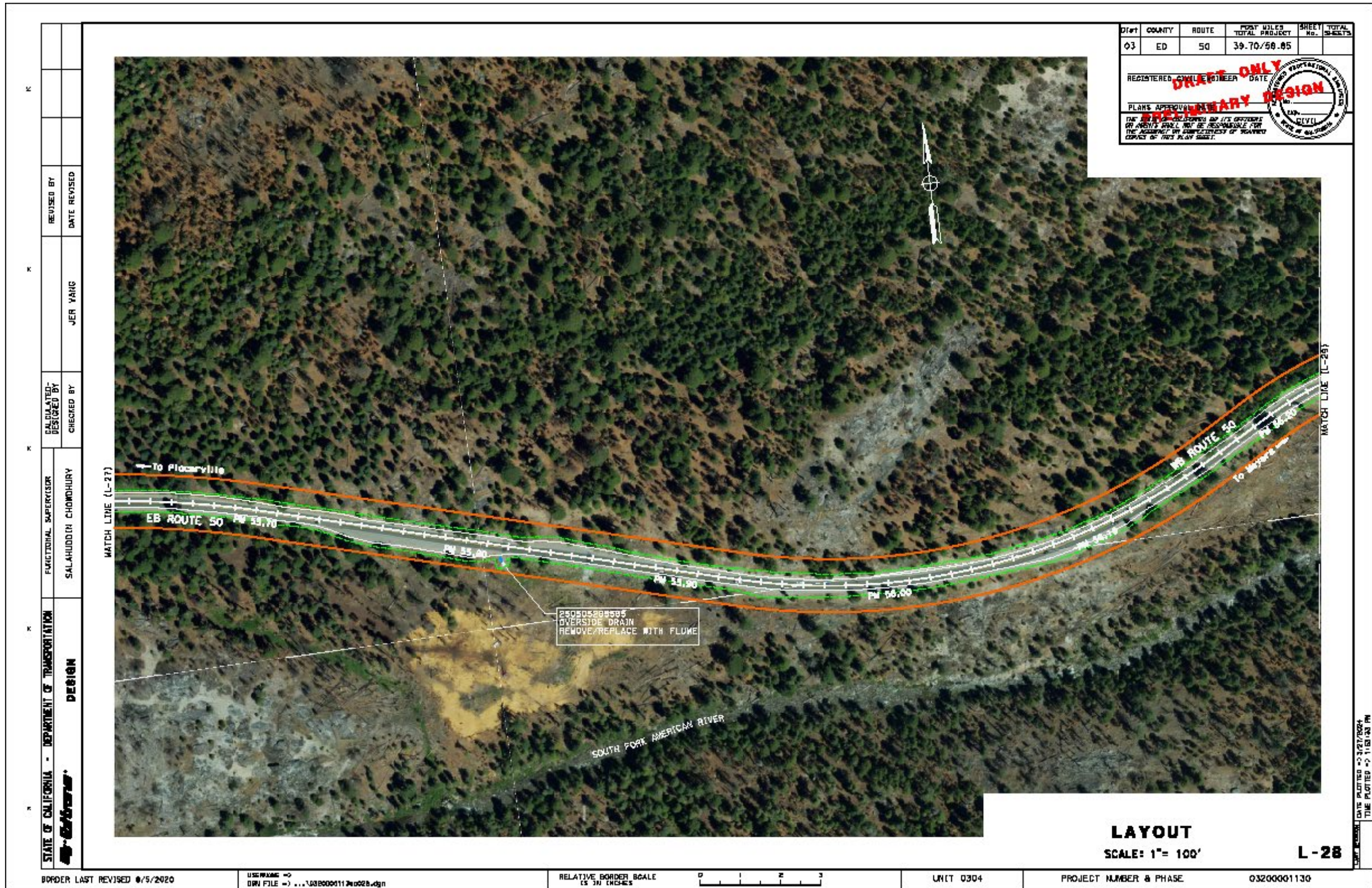
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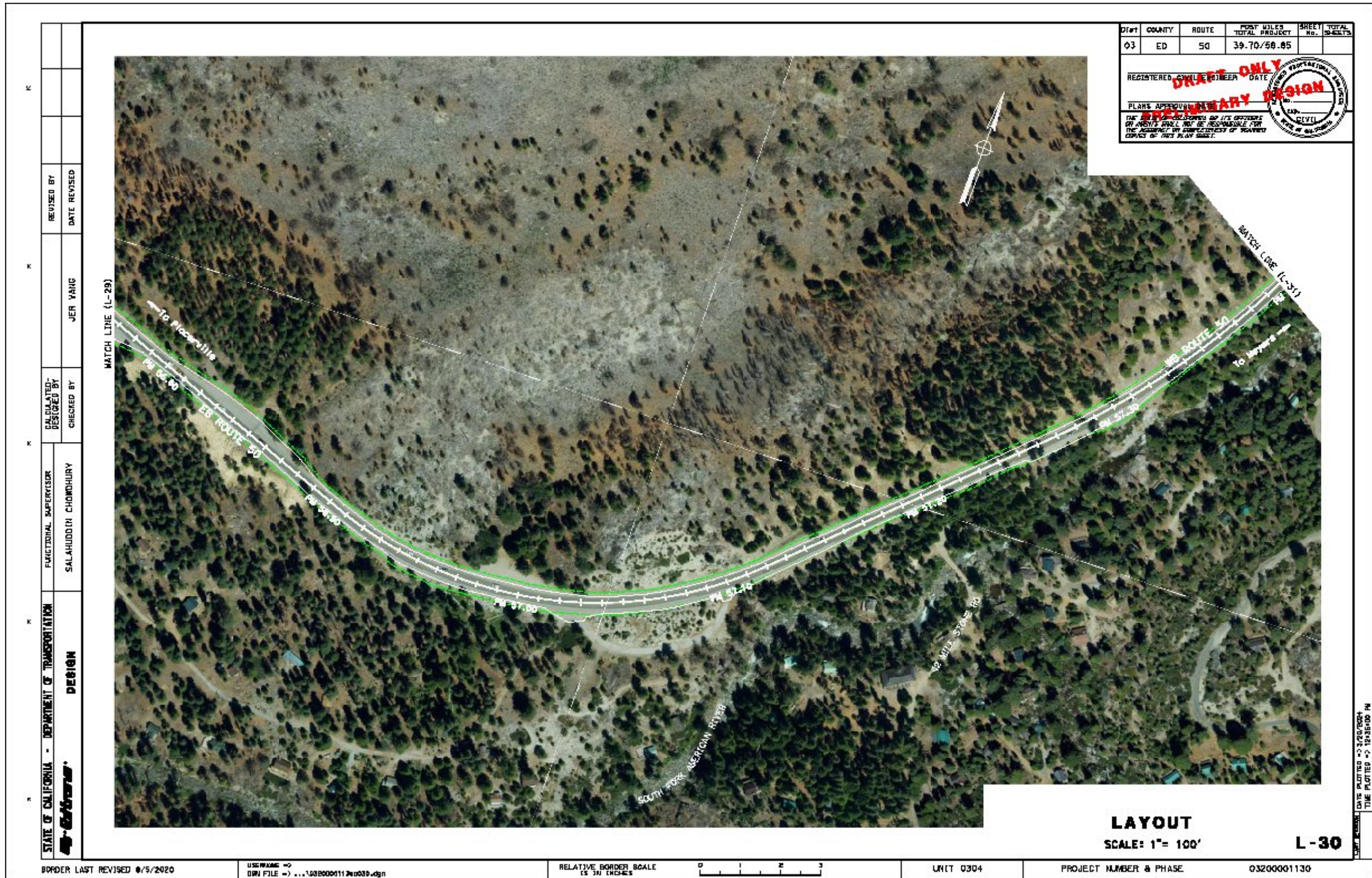
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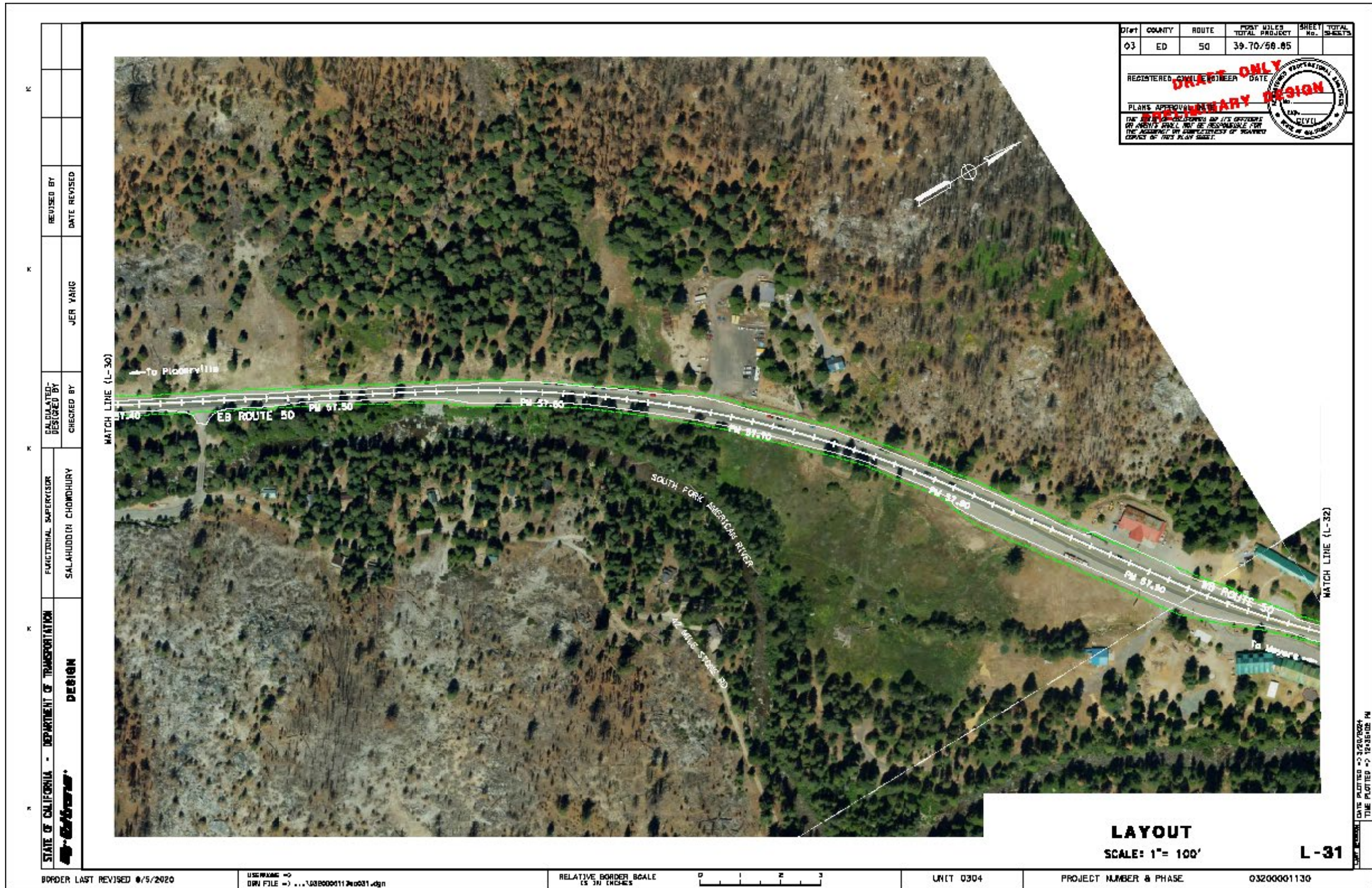
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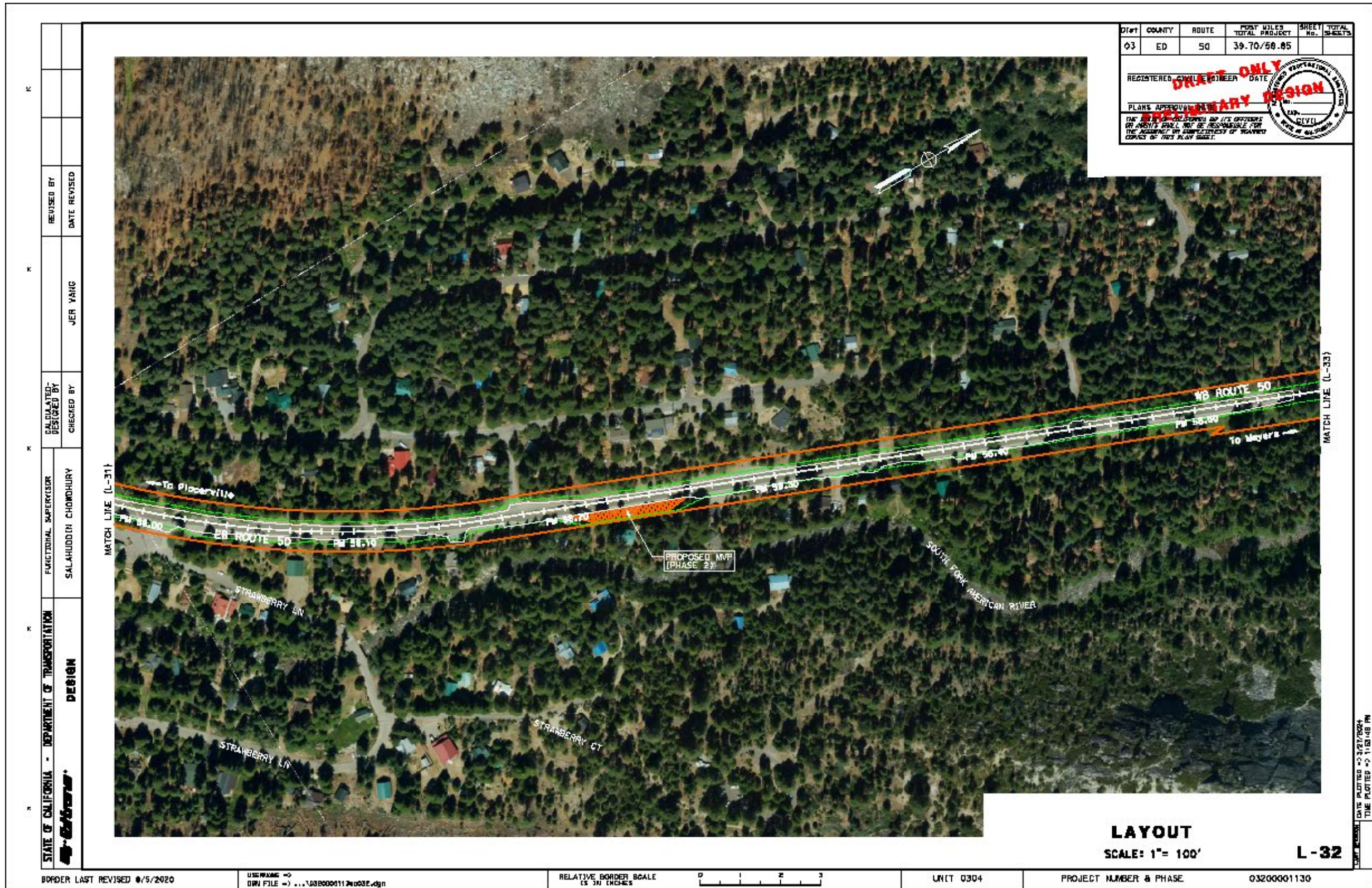
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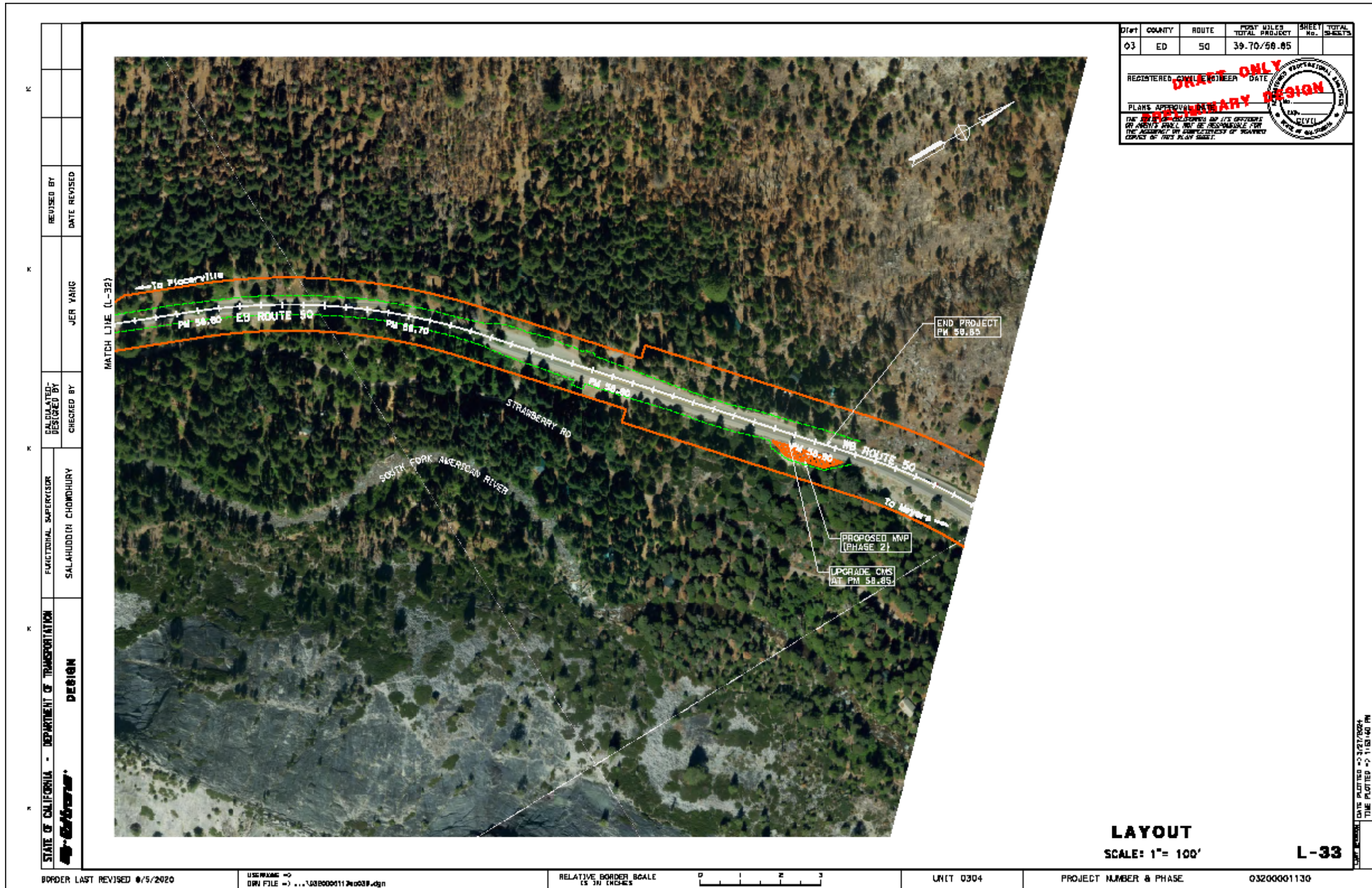












DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	50	39.70/58.85		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
 THE ENGINEER FORMED BY ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY INFORMATION ON THIS PLAN SHEET.

DRAFT ONLY
PRELIMINARY DESIGN

STATE OF CALIFORNIA
 PROFESSIONAL ENGINEER
 CIVIL
 No. 0000000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	CHECKED BY	DESIGNED BY	REVISIONS
		SALAHUDDIN CHOMDHURY		JER YANG	

LAYOUT
 SCALE: 1" = 100'
L-33

BORDER LAST REVISED 8/5/2020	USERNAME => ...\\0320000112\jy039.dgn	RELATIVE BORDER SCALE 0 1 2 3	UNIT 0304	PROJECT NUMBER & PHASE 03200001130
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DATE PLOTTED => 3/27/2024
 TIME PLOTTED => 1:03:40 PM

Appendix B. Title VI Policy Statement

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.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

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

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Appendix C. CNDDDB, CNPS, and USFWS Species Lists



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Quad- IS - Riverton (3812074)- OR - Kyburz (3812073)- OR - Pyramid Peak (3812072)- OR - Echo Lake (3812071)- OR - Old Iron Mountain (3812064)- OR - Leek Spring Hill (3812063)- OR - Tragedy Spring (3812062)

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrp.	Extrtp.
<i>Accipiter atricapillus</i> American goshawk	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_SSC-Species of Special Concern USFS_S-Sensitive	4,500 6,440	433 S:3	0	1	0	0	0	2	3	0	3	0	0
<i>Accipiter striatus</i> sharp-shinned hawk	G5 S4	None None	CDFW_WL-Watch List IUCN_LC-Least Concern	5,000 5,000	22 S:1	0	0	1	0	0	0	0	1	1	0	0
<i>Allium tribracteatum</i> three-bracted onion	G2 S2	None None	Rare Plant Rank - 1B.2 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	7,654 7,654	31 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Ambystoma macrodactylum sigillatum</i> southern long-toed salamander	G5T4 S2	None None	CDFW_SSC-Species of Special Concern	5,600 8,600	611 S:36	0	0	0	0	0	36	24	12	36	0	0
<i>Antrozous pallidus</i> pallid bat	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	6,000 6,960	420 S:3	1	0	2	0	0	0	3	0	3	0	0
<i>Aplodontia rufa californica</i> Sierra Nevada mountain beaver	G5T3T4 S2S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	5,000 7,400	131 S:13	0	11	0	0	0	2	2	11	13	0	0
<i>Aquila chrysaetos</i> golden eagle	G5 S3	None None	BLM_S-Sensitive CDF_S-Sensitive CDFW_FP-Fully Protected CDFW_WL-Watch List IUCN_LC-Least Concern	6,800 6,800	332 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Astragalus austini</i> Austin's astragalus	G2G3 S2S3	None None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz	7,700 8,769	12 S:3	0	1	0	0	0	2	0	3	3	0	0
<i>Atractelmis wawona</i> Wawona rattle beetle	G3 S1S2	None None		5,075 5,075	80 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Bombus caliginos</i> obscure bumble bee	G2G3 S1S2	None None	IUCN_VU-Vulnerable	4,100 4,100	181 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Bombus occidentalis</i> western bumble bee	G3 S1	None Candidate Endangered	IUCN_VU-Vulnerable USFS_S-Sensitive	5,800 8,000	306 S:5	0	0	0	0	0	5	4	1	5	0	0
<i>Botrychium ascendens</i> upswept moonwort	G4 S2	None None	Rare Plant Rank - 2B.3 USFS_S-Sensitive	5,200 6,800	53 S:3	0	2	0	0	0	1	1	2	3	0	0
<i>Botrychium crenulatum</i> scalloped moonwort	G4 S3	None None	Rare Plant Rank - 2B.2 USFS_S-Sensitive	4,985 6,266	155 S:13	0	1	1	1	0	10	0	13	13	0	0
<i>Botrychium minganense</i> Mingan moonwort	G5 S4	None None	Rare Plant Rank - 4.2 USFS_S-Sensitive	5,200 7,325	161 S:25	0	3	1	0	0	21	0	25	25	0	0
<i>Botrychium montanum</i> western goblin	G3G4 S2	None None	Rare Plant Rank - 2B.1 USFS_S-Sensitive	5,236 6,200	69 S:6	0	1	0	0	0	5	0	6	6	0	0
<i>Brasenia schreberi</i> watershield	G5 S3	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	7,150 7,150	43 S:1	1	0	0	0	0	0	0	1	1	0	0
<i>Calochortus clavatus</i> var. <i>avitus</i> Pleasant Valley mariposa-lily	G4T2 S2	None None	Rare Plant Rank - 1B.2 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	3,450 5,600	131 S:48	1	13	5	0	0	29	25	23	48	0	0
<i>Carex davyi</i> Davy's sedge	G3 S3	None None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz	6,300 7,500	34 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Carex hystericina</i> porcupine sedge	G5 S2	None None	Rare Plant Rank - 2B.1	7,872 7,872	4 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Carex limosa</i> mud sedge	G5 S3	None None	Rare Plant Rank - 2B.2 IUCN_LC-Least Concern	6,102 7,500	40 S:4	0	1	0	0	0	3	1	3	4	0	0
<i>Catostomus lahontan</i> Lahontan mountain sucker	GNR S2	None None	CDFW_SSC-Species of Special Concern	6,248 6,248	22 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Central Valley Drainage Resident Rainbow Trout Stream</i> Central Valley Drainage Resident Rainbow Trout Stream	GNR SNR	None None		3,206 4,200	5 S:2	0	2	0	0	0	0	2	0	2	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
Central Valley Drainage Spring Stream Central Valley Drainage Spring Stream	GNR SNR	None None		4,600 5,550	2 S:2	1	1	0	0	0	0	2	0	2	0	0
<i>Chlorogalum grandiflorum</i> Red Hills soaproot	G3 S3	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive SB_SBBG-Santa Barbara Botanic Garden	4,845 4,845	137 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Cosumnoperia hypocrenea</i> Cosumnes stripetail	G2 S2	None None		4,820 4,820	15 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Desmona bethula</i> amphibious caddisfly	G2G3 S2S3	None None		6,793 6,793	17 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Draba asterothora</i> var. <i>macrocarpa</i> Cup Lake draba	G2T1 S1	None None	Rare Plant Rank - 1B.1 USFS_S-Sensitive	8,550 9,000	4 S:4	1	2	0	0	0	1	1	3	4	0	0
<i>Ecdysomyia bilera</i> Kings Creek ecdysomyidan caddisfly	G2 S2	None None		7,389 7,389	4 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Empidonax traillii</i> willow flycatcher	G5 S3	None Endangered	IUCN_LC-Least Concern USFS_S-Sensitive	6,400 7,500	90 S:3	1	0	0	0	0	2	2	1	3	0	0
<i>Erethizon dorsatum</i> North American porcupine	G5 S3	None None	IUCN_LC-Least Concern	5,711 8,168	523 S:18	0	0	0	0	0	18	2	16	18	0	0
<i>Erigeron miser</i> starved daisy	G3? S3?	None None	Rare Plant Rank - 1B.3 SB_UCSC-UC Santa Cruz USFS_S-Sensitive		34 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Gulo gulo</i> wolverine	G4 S1	Threatened Threatened	CDFW_FP-Fully Protected IUCN_LC-Least Concern USFS_S-Sensitive	5,500 8,100	174 S:3	0	0	0	0	0	3	3	0	3	0	0
<i>Hydromantes platycephalus</i> Mount Lyell salamander	G4 S4	None None	CDFW_WL-Watch List IUCN_LC-Least Concern	8,700 8,700	47 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Lasionycteris noctivagans</i> silver-haired bat	G3G4 S3S4	None None	IUCN_LC-Least Concern		139 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Lasiurus cinereus</i> hoary bat	G3G4 S4	None None	IUCN_LC-Least Concern		238 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Lepus americanus tahoensis</i> Sierra Nevada snowshoe hare	G5T3T4Q S2	None None	CDFW_SSC-Species of Special Concern	7,500 7,500	15 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Lewisia longipetala</i> long-petaled lewisia	G2 S2	None None	Rare Plant Rank - 1B.3 USFS_S-Sensitive	8,400 9,400	14 S:5	2	2	1	0	0	0	3	2	5	0	0
<i>Lewisia serrata</i> saw-toothed lewisia	G1G2 S1S2	None None	Rare Plant Rank - 1B.1 USFS_S-Sensitive	4,700 4,700	11 S:1	1	0	0	0	0	0	1	0	1	0	0
<i>Margaritifera falcaia</i> western pearlshell	G5 S1S2	None None	IUCN_NT-Near Threatened	4,750 4,750	78 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Martes caurina sierrae</i> Sierra marten	G4G5T3 S3	None None	USFS_S-Sensitive	7,400 8,168	149 S:2	0	0	0	0	0	2	1	1	2	0	0
<i>Meesia uliginosa</i> broad-nerved hump moss	G5 S3	None None	Rare Plant Rank - 2B.2 USFS_S-Sensitive	6,320 6,320	52 S:1	0	1	0	0	0	0	0	1	1	0	0
<i>Monadenia mormonum burtoni</i> Burton's Sierra sideband	G2T1T2 S1S2	None None	IUCN_DD-Data Deficient	3,400 3,400	5 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Myotis thysanodes</i> tringed myotis	G4 S3	None None	BLM_S-Sensitive IUCN_LC-Least Concern USFS_S-Sensitive	4,450 7,340	86 S:3	2	1	0	0	0	0	3	0	3	0	0
<i>Myotis volans</i> long-legged myotis	G4G5 S3	None None	IUCN_LC-Least Concern	7,340 8,500	117 S:2	1	1	0	0	0	0	2	0	2	0	0
<i>Myotis yumanensis</i> Yuma myotis	G5 S4	None None	BLM_S-Sensitive IUCN_LC-Least Concern	4,450 4,450	265 S:1	0	1	0	0	0	0	1	0	1	0	0
<i>Nebria darlingtoni</i> South Forks ground beetle	G1 S1	None None		3,100 4,700	5 S:5	0	0	0	0	0	5	5	0	5	0	0
<i>Ochotona princeps schisticeps</i> gray-headed pika	G5T4 S2S4	None None		7,377 8,919	332 S:6	0	0	0	0	0	6	6	0	6	0	0
<i>Orobanchaceae obscurus</i> gold rush hanging scorpionfly	G1 S1	None None		3,040 3,040	2 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Pekania pennanti</i> Fisher	G5 S2S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive	6,500 6,500	555 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Peltigera gowardii</i> western waterfan lichen	G4? S3	None None	Rare Plant Rank - 4.2 USFS_S-Sensitive	7,800 7,800	26 S:1	0	1	0	0	0	0	0	1	1	0	0
<i>Phacelia stebbinsii</i> Stebbins' phacelia	G3 S3	None None	Rare Plant Rank - 1B.2 USFS_S-Sensitive	4,550 4,680	79 S:3	0	3	0	0	0	0	1	2	3	0	0
<i>Picoides arcticus</i> black-backed woodpecker	G5 S2	None None	IUCN_LC-Least Concern	6,550 7,000	62 S:3	0	0	0	2	0	1	0	3	3	0	0
<i>Potamogeton ephedrus</i> Nuttall's ribbon-leaved pondweed	G5 S2S3	None None	Rare Plant Rank - 2B.2 IUCN_LC-Least Concern	6,950 6,950	25 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Prosopium williamsoni</i> mountain whitefish	G5 S3	None None	CDFW_SSC-Species of Special Concern	6,248 6,248	23 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Rana boylei</i> pop. 5 foothill yellow-legged frog - south Sierra DPS	G3T2 S2	Endangered Endangered	BLM_S-Sensitive USFS_S-Sensitive	3,100 6,367	273 S:14	0	3	0	0	1	10	10	4	13	1	0
<i>Rana sierrae</i> Sierra Nevada yellow-legged frog	G1 S2	Endangered Threatened	CDFW_WL-Watch List IUCN_EN-Endangered USFS_S-Sensitive	5,000 8,950	659 S:27	0	3	2	1	1	20	14	13	26	1	0
<i>Rhyacophila spinata</i> spiny rhyacophilan caddisfly	G1G2 S3	None None		4,000 4,000	5 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Schoenoplectus subterminalis</i> water bulrush	G5 S3	None None	Rare Plant Rank - 2B.3 IUCN_LC-Least Concern	7,500 7,500	32 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Scutellaria galericularia</i> marsh skullcap	G5 S2	None None	Rare Plant Rank - 2B.2	6,400 6,400	38 S:1	0	1	0	0	0	0	0	1	1	0	0
<i>Sphagnum Bog</i> Sphagnum Bog	G3 S1.2	None None		6,600 6,600	12 S:1	0	0	0	1	0	0	1	0	1	0	0
<i>Taxidea taxus</i> American badger	G5 S3	None None	CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern	7,500 7,500	647 S:1	0	0	0	0	0	1	1	0	1	0	0



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Name (Scientific/Common)	CNDDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Viola romentosa</i> felt-leaved violet	G3	None	Rare Plant Rank - 4.2	3,400	54	1	8	3	1	0	9	22	0	22	0	0
	S3	None		6,600	S:22											
<i>Vulpes vulpes necator</i> pop. 2 Sierra Nevada red fox - Sierra Nevada DPS	G5TNR	Endangered	USFS_S-Sensitive	5,300	102	0	0	0	0	1	0	1	0	0	1	0
	S1	Threatened		5,300	S:1											



CNPS Rare Plant Inventory

Search Results

25 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [1A:1B2A:2B:3] , Quad is one of [B812074:3812073:3812064:3812063:3812072:3812071:3812062]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED
Allium trilobactatum	three-bracted onion	Alliaceae	perennial bulbiferous herb	Apr-Aug	None	None	G2	S2	1B.2	Yes	1988-01-01
Astragalus austini	Austin's astragalus	Fabaceae	perennial herb	(May)Jul-Sep	None	None	G2G3	S2S3	1B.3		2013-12-04
Botrychium ascendens	upswept moonwort	Ophioglossaceae	perennial rhizomatous herb	(Jun)Jul-Aug	None	None	G4	S2	2B.3		1994-01-01
Botrychium crenulatum	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	Jun-Sep	None	None	G4	S3	2B.2		1984-01-01
Botrychium montanum	western goblin	Ophioglossaceae	perennial rhizomatous herb	Jul-Sep	None	None	G3G4	S2	2B.1		1994-01-01
Broselia sphaerol	watershield	Cabombaceae	perennial rhizomatous herb (aquatic)	Jun-Sep	None	None	G5	S3	2B.3		2010-10-27
Calochortus clavatus var. <i>avilae</i>	Pleasant Valley mariposa-lily	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G4T2	S2	1B.2	Yes	1980-01-01
Carex cyrtostachya	Sierra arching sedge	Cyperaceae	perennial herb	May-Aug	None	None	G2	S2	1B.2	Yes	2015-08-18
Carex davisii	Davy's sedge	Cyperaceae	perennial herb	May-Aug	None	None	G3	S3	1B.3		1974-01-01
Carex hystericina	porcupine sedge	Cyperaceae	perennial rhizomatous herb	May-Jun	None	None	G5	S2	2B.1		1994-01-01
Carex limosa	mud sedge	Cyperaceae	perennial rhizomatous herb	Jun-Aug	None	None	G5	S3	2B.2		1994-01-01
Chlorogalum grandiflorum	Red Hills soaproot	Agaveaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G3	S3	1B.2	Yes	1974-01-01
Draba asterophora var. <i>macrocarpa</i>	Cup Lake draba	Brassicaceae	perennial herb	Jul-Aug(Sep)	None	None	G2T1	S1	1B.1	Yes	1974-01-01
Edigeon missa	starved daisy	Asteraceae	perennial herb	Jun-Oct	None	None	G3?	S3?	1B.3	Yes	1974-01-01
Anisia yosemitana	Yosemite tarplant	Asteraceae	annual herb	(Apr)May-Jul	None	None	G3	S3	3.2	Yes	1994-01-01
Juncus digitatus	finger rush	Juncaceae	annual herb	(Apr)May-Jun	None	None	G1	S1	1B.1	Yes	2009-01-02
Lewisia kelloggii ssp. <i>hutchisonii</i>	Hutchison's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T3Q	S3	3.2	Yes	2001-01-01
Lewisia kelloggii ssp. <i>kelloggii</i>	Kellogg's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T2T3Q	S2S3	3.2	Yes	2013-10-02
Lewisia longipetala	long-petaled lewisia	Montiaceae	perennial herb	Jul-Aug(Sep)	None	None	G2	S2	1B.3	Yes	1974-01-01
Lewisia serrata	saw-toothed lewisia	Montiaceae	perennial herb	May-Jun	None	None	G2	S2	1B.1	Yes	1980-01-01

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	CA RARE			DATE ADDED
								STATE RANK	PLANT RANK	CA ENDEMIC	
<u><i>Meesia uliginosa</i></u>	broad-nerved hump moss	Meseliaceae	moss	Jul-Oct	None	None	G5	S3	2B.2		2001-01-01
<u><i>Phacelia stebbinsi</i></u>	Stebbins' phacelia	Hydrophyllaceae	annual herb	May-Jul	None	None	G3	S3	1B.2	Yes	1974-01-01
<u><i>Potamogeton polyakus</i></u>	Nuttall's ribbon-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb (aquatic)	(Jun)Jul-Sep	None	None	G5	S2S3	2B.2		1994-01-01
<u><i>Schoenoplectus subterminalis</i></u>	water bulrush	Cyperaceae	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	None	None	G5	S3	2B.3		1980-01-01
<u><i>Scutellaria galericulata</i></u>	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	None	None	G5	S2	2B.2		1994-01-01

Showing 1 to 25 of 25 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed 29 March 2024].

USDA Forest Service, Pacific Southwest Region

Sensitive Animal Species by Forest

6/30/2013; Updated 9/9/2013

Scientific Name	Common Name	Anges	Cleveland	Eldorado	Inyo	Klamath	Lassen	Los Padres	Mendocino	Modoc	Plumas	San Bernardino	Sequoia	Shasta-Trinity	Sierra	Six Rivers	Stanislaus	Tahoe	Lake Tahoe Basin
<i>Accipiter gentilis</i>	Northern goshawk	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Empidonax traillii</i>	Willow flycatcher			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Haliaeetus leucocephalus</i>	Bald eagle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Strix nebulosa</i>	Great gray owl			X	X	X	X			X	X		X		X		X	X	X
<i>Strix occidentalis occidentalis</i>	California spotted owl	X	X	X	X	X	X	X		X	X	X	X		X		X	X	X
<i>Antrozous pallidus</i>	Pallid bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Glio gulo luscus</i>	North American wolverine			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Martes caurina</i>	Pacific marten			X	X	X	X		X	X	X		X	X	X	X	X	X	X
<i>Pekania pennanti</i>	Fisher			X	X	X	X		X	X			X	X	X	X	X	X	X
<i>Myotis thysanodes</i>	Fringed myotis	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Anaxyrus canorus</i>	Yosemite toad			X	X										X		X		
<i>Rana boylei</i>	Foothill yellow-legged frog			X		X	X	X		X			X	X	X	X	X	X	X
<i>Rana sierrae</i>	Sierra Nevada yellow-legged frog			X	X	X	X			X					X		X	X	X
<i>Emys marmorata</i>	Western pond turtle	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Bombus occidentalis</i>	Western bumble bee			X		X	X			X	X			X		X			X
<i>Entosphenus tridentatus</i>	Pacific lamprey			X		X	X	X	X					X		X			
<i>Mylopharodon conocephalus</i>	Hardhead			X		X			X	X			X	X	X		X	X	
R5 Total Sensitive Animals = 124	Total # Sensitive Animals per Forest	22	22	18	27	23	32	21	16	26	17	36	25	34	19	24	18	21	14
		ANG	CLE	ELD	INYO	KNF	LAS	LP	MEN	MOD	PLU	SB	SEQ	S-T	SIE	6R	STAN	TAH	LTB

USDA Forest Service, Pacific Southwest Region
Sensitive Plant Species by Forest

1

2013 FS R5 RF Sensitive Plant Species List	Klamath NF	Mendocino NF	Shasta-Trinity NF	Six Rivers NF	Lassen NF	Modoc NF	Plumas NF	Eldorado NF	Inyo NF	LTBMU	Tahoe NF	Sequoia NF	Sierra NF	Stanislaus NF	Angeles NF	Cleveland NF	Los Padres NF	San Bernardino NF
<i>Allium tribracteatum</i> (three-bracted onion)								X							X			
<i>Arctostaphylos nissenana</i> (Nissenan manzanita)								X						X				
<i>Balsamorhiza macrolepis</i> (big-scale balsamroot)		X					X	X						X				
<i>Botrychium ascendens</i> (upswept moonwort)					X	X	X	X	X	X	X		X	X				
<i>Botrychium crenulatum</i> (scalloped moonwort)	X	X	X		X	X	X	X	X	X	X	X	X	X	X			X
<i>Botrychium lunaria</i> (common moonwort)	X				X	X	X	X	X	X	X	X	X	X				
<i>Botrychium minganense</i> (mingan moonwort)	X		X		X	X	X	X	X	X	X	X	X	X				
<i>Botrychium montanum</i> (western goblin)	X				X	X	X	X		X	X	X	X	X				
<i>Botrychium paradoxum</i> (paradox moonwort)								X	X				X					
<i>Botrychium pedunculatum</i> (stalked moonwort)					X			X						X				
<i>Bruchia bolanderi</i> (Bolander's bruchia)					X	X	X	X	X	X	X	X	X	X				
<i>Calochortus clavatus</i> var. <i>avilus</i> (Pleasant Valley mariposa-lily)								X							X			
<i>Cypripedium montanum</i> (mountain lady's-slipper)	X	X	X	X	X	X	X	X			X		X	X				
<i>Draba asterophora</i> var. <i>asterophora</i> (Tahoe draba)								X	X	X				X				
<i>Draba asterophora</i> var. <i>macrocarpa</i> (Cup Lake draba)								X		X				X				
<i>Eriogonum luteolum</i> var. <i>saltuarium</i> (Jack's wild buckwheat)								X		X				X				
<i>Eriogonum tripodum</i> (tripod buckwheat)		X						X										
<i>Helodium blandowii</i> (Blandow's bog moss)	X				X	X	X	X	X	X	X	X	X	X				
<i>Horkelia parryi</i> (Parry's horkelia)								X					X	X				
<i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> (Hutchison's lewisia)			X		X		X	X		X	X			X				
<i>Lewisia kelloggii</i> ssp. <i>kelloggii</i> (Kellogg's lewisia)				X			X	X		X	X		X	X				
<i>Lewisia longipetala</i> (long-petaled lewisia)								X		X	X							
<i>Lewisia serrata</i> (saw-toothed lewisia)								X			X							
<i>Meesia uliginosa</i> (broad-nerved hump-moss)	X		X		X	X	X	X	X	X	X	X	X	X				X
<i>Monardella ilnoides</i> ssp. <i>oblonga</i> (Tehachapi monardella)								X					X				X	
<i>Navarretia prolifera</i> ssp. <i>lutea</i> (yellow bur navarretia)								X										
<i>Ophioglossum pusillum</i> (northern adder's tongue)		X	X					X										
<i>Peltigera gowardii</i> (veined water lichen)	X	X	X	X	X		X	X	X	X	X	X	X	X				
<i>Phacelia stebbinsii</i> (Stebbins' phacelia)								X			X							
<i>Pinus albicaulis</i> (whitebark pine)	X		X		X	X		X	X	X	X	X	X	X				
<i>Poa sierrae</i> (Sierra blue grass)					X		X	X			X							

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

03/27/2024 18:28:52 UTC

Project Code: 2023-0109511

Project Name: 03-1J160 - ED-50 CAP-M

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

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".

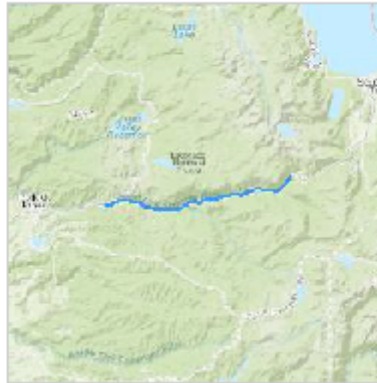
This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

PROJECT SUMMARY

Project Code: 2023-0109511
Project Name: 03-1J160 - ED-50 CAP-M
Project Type: Road/Hwy - Maintenance/Modification
Project Description: ED-50 PM 39.7/58.85
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.78563535,-120.21230355170394,14z>



Counties: El Dorado 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 Fisheries¹, 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.

-
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.

BIRDS

NAME	STATUS
California Spotted Owl <i>Strix occidentalis occidentalis</i> Population: Sierra Nevada No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7266	Proposed Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Foothill Yellow-legged Frog <i>Rana boylei</i> Population: South Sierra Distinct Population Segment (South Sierra DPS) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5133	Endangered
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

INSECTS

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

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i> https://ecos.fws.gov/ecp/species/9529#crithab	Final

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3

Name: Sydney Eto

Address: 703 B St.

City: Marysville

State: CA

Zip: 95901

Email: sydney.eto@dot.ca.gov

Phone: 5308127404

