ALTA CAPITAL MAINTENANCE PROJECT

INITIAL STUDY

with Proposed Negative Declaration

PLACER COUNTY, CALIFORNIA

DISTRICT 3 – PLA – 80 Post Miles 33.00 to 44.90

EA 03-0J410 / EFIS 0319000281

Prepared by the
State of California Department of Transportation

June 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 Interstate 80 in Placer 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 upon request at: the District 3 office, 703 B Street, Marysville, CA 95901
- A printed copy of this document is available at the Colfax Library, 10 Church Street, Colfax, CA 95713.
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:

  California Department of Transportation
  North Region Environmental–District 3
  Attention: Jordan Schmidt
  703 B Street
  Marysville, CA 95901

- Send comments via e-mail to: 03_0J410_Project_Inbox@dot.ca.gov
- Be sure to send comments by the deadline: July 11, 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: Jeremy Linder, Public Information Officer, Caltrans District 3, 703 B Street, Marysville, CA 95901; (530) 701-5209 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.

ALTA CAPITAL MAINTENANCE PROJECT

Restore the service life of the roadway, rehabilitate drainage systems, and Transportation Management System elements on Interstate 80 in Placer County, from Post Miles 33.00 to 44.90 between Alta and Colfax.

INITIAL STUDY

with Proposed Negative Declaration

Submitted Pursuant to:

Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

6/10/24

Date of Approval

Erin Dwyer, 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:

North Region Environmental–District 3
Attn: Environmental Branch Chief, Unit M5
703 B Street
Marysville, CA 95901
(530) 812-4371

or use the California Relay Service TTY number, 711, or 1-800-735-2922

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

Project Description

The California Department of Transportation (Caltrans) proposes the Alta Capital Maintenance Project on Interstate 80 between Post Miles 33.00 and 44.90 in Placer County. The purpose of the project is to preserve and extend the service life of the pavement by improving existing fair and poor condition pavement to good condition with Capital Preventative Maintenance (CAPM) strategies. The project proposes to restore the functionality and extend the service life of drainage systems/culverts in either fair and/or poor condition. The project proposes to extend the eastbound lane separation taper at the State Route 174/Interstate 80 Separation (Bridge No. 19-0086) off-ramp and the truck climbing lane on the eastbound side of the Long Ravine Bridge (Bridge No. 19-0089). The project also proposes to rehabilitate and upgrade Transportation Management System (TMS) elements, signs, sign structures, luminaires, guardrails, and vegetation control to current standards.

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 proposed project would have *No Effect* on:

- Agriculture and Forest Resources
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The proposed project would have *Less than Significant Impacts* to

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Mandatory Findings of Significance

_____ _____

Erin Dwyer, Acting Office Chief
North Region Environmental–District 3
California Department of Transportation
CEQA Lead Agency

Date

Table of Contents

List of Appendices

List of Figures

List of Tables

Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AB	Assembly Bill
ADT	Average Daily Traffic
APE	Area of Potential Effect
ASR	Archaeological Survey Report
BC	Black Carbon
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPM	Capital Maintenance
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CCTV	Closed-Circuit Television
CDFW	California Department of Fish and Wildlife
CEQ	White House Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CIA	Cumulative Impact Analysis
CIPP	Cured-In-Place Pipe Lining
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CSP	Corrugated Steel Pipe
CTP	California Transportation Plan
CWA	Clean Water Act

Acronym/Abbreviation	Description
DOT	Department Of Transportation
DPS	Distinct Population Segment
DWQ	Department Of Water Quality
EB	Eastbound
ECL	Environmental Construction Liaison
EIR	Environmental Impact Report
EMS	Emergency Management System
EMS	Extinguishable Message Sign
EO(s)	Executive Order(S)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA	Environmentally Sensitive Area
ESL	Environmental Study Limits
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Association
FYLF	Foothill Yellow-Legged Frog
GHG	Greenhouse Gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HFCs	Hydrofluorocarbons
HMA-A	Hot Mix Asphalt-Type A
HPSR	Historical Property Survey Report
I-80	Interstate 80
IPaC	Information For Planning And Consultation
IS	Initial Study
IS/ND	Initial Study / Negative Declaration
LSAA	Lake Or Streambed Alteration Agreement
MASH	Manual For Assessing Safety Hardware
MBGR	Metal Beam Guardrail
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMA	Methyl Methacrylate
MMT	Million Metric Tons
MMRP	Mitigation Monitoring And Reporting Program
MOU	Memorandum Of Understanding
MPO	Metropolitan Planning Organization

Acronym/Abbreviation	Description
MSL	Mean Sea Level
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MVEB	Motor Vehicle Emissions Budget
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection And Repatriation Act Of 1990
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic And Safety Administration
NMFS	National Marine Fisheries Service
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic And Atmospheric Administration
NOx	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register Of Historic Places
O_3	Ozone
OPR	Governor's Office Of Planning And Research
PCAPCD	Placer County Air Pollution Control District
PCTPA	Placer County Transportation Planning Agency
PDT	Project Development Team
PLOC	Programmatic Letter Of Concurrence
PM(s)	Post Mile(S)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	Alta CAPM
PRC	Public Resources Code (California)
RCP	Representative Concentration Pathways 8.5 Emissions Scenario
RCP	Reinforced Concrete Pipe
RHMA-G	Rubberized Hot Mix Asphalt-Gap Graded
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SACOB	Sacramento Area Council Of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan

Acronym/Abbreviation	Description
SNC(s)	Sensitive Natural Community(ies)
SO_2	Sulfur Dioxide
SR	State Route
SRA	State Responsibility Area
SRRA	Safety Roadside Rest Areas
SSC	Species Of Special Concern
STRAHNET	Strategic Highway Network
SWPPP	Stormwater Pollution Prevention Plan
TCE	Temporary Construction Easement
TCL	Truck Climbing Lane
TCMs	Transportation Control Measures
TDM<	Transportation Demand Management
THVF	Temporary High Visibility Fencing
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
TMS	Transportation Management System
UPRR	Union Pacific Railroad
U.S. or US	United States
USACE	United States Army Corps Of Engineers
USC	United States Code
U.S. DOT	U.S. Department Of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish And Wildlife Service
USGS	United States Geological Survey
VIA	Visual Impact Assessment
VOCs	Volatile Organic Compounds
WB	Westbound
WPCP	Water Pollution Control Program
WQA	Water Quality Assessment

Chapter 1. Proposed Project

1.1 Introduction and Project Setting

The California Department of Transportation (Caltrans) proposes the Alta Capital Preventative Maintenance (CAPM) Project. The project is located on Interstate 80 in Placer County, between Post Miles 33.00 and 44.90. The proposed project was programmed to rehabilitate drainage systems; restore and extend the life of the roadway pavement; address existing speed differentials from slow moving trucks; upgrade/replace/rehabilitate overhead sign panels, overhead sign structures, two-post ground-mounted signs, and Transportation Management System (TMS) elements; and replace guardrails with vegetation control under the guardrail.

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

The proposed project is in Placer County on Interstate 80 (I-80) from Post Mile (PM) 33.00 to PM 44.90 (Figures 1 and 2). I-80 is a Federal Interstate System and part of the "Dwight D Eisenhower National System" of Interstate and Defense Highways. Within California, I-80 is the primary East-West route, serving interregional and interstate travel. I-80 supports California's economy by serving high-volume commuter and interregional traffic. I-80 is an access-controlled interstate freeway that spans from San Francisco to New Jersey and is part of the Strategic Highway Network (STRAHNET). STRAHNET serves the Department of Defense's potential need for large scale rapid deployment of military equipment by road and rail from major military installations to strategic seaports.

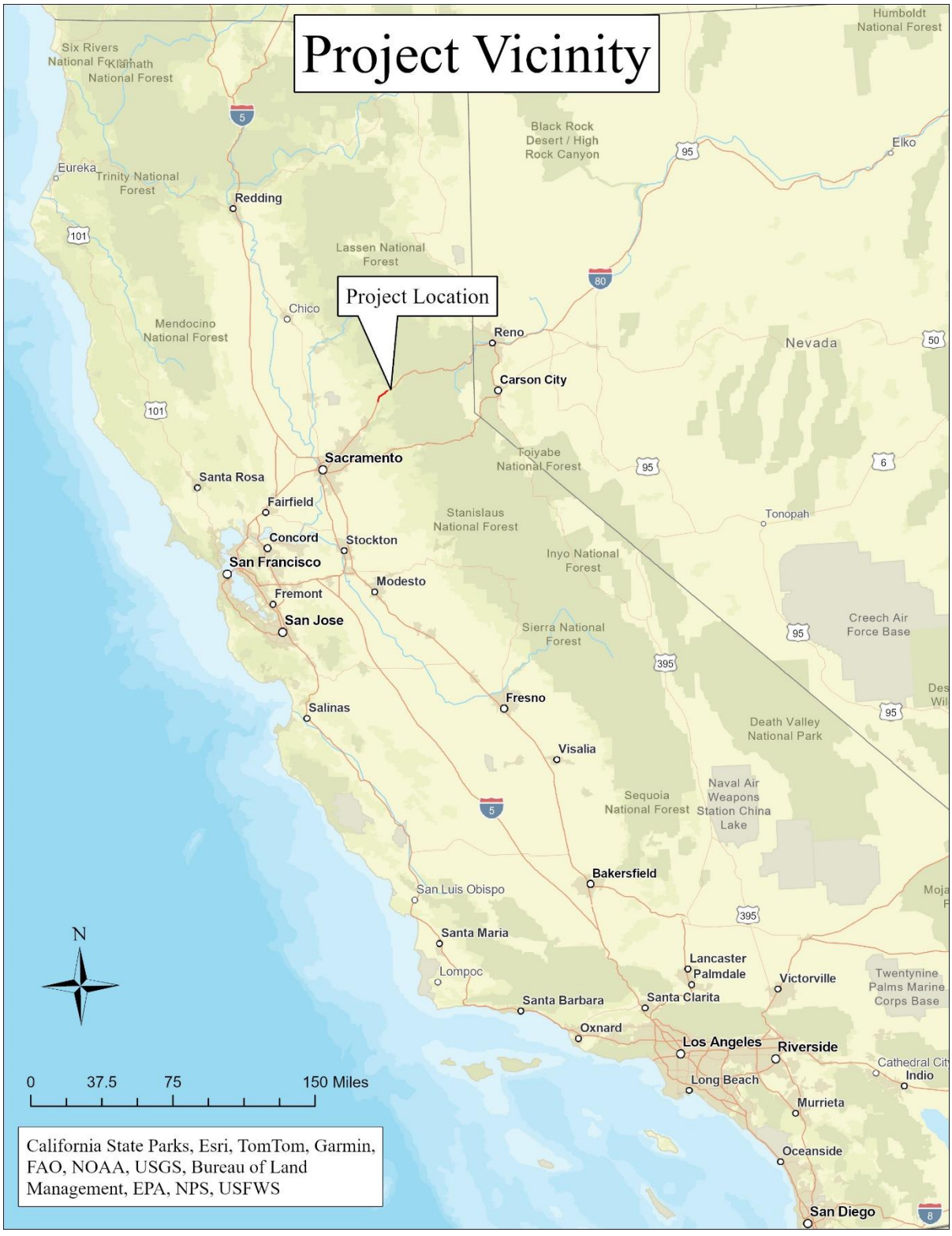

Figure 1. **Proposed Alta CAPM Vicinity**

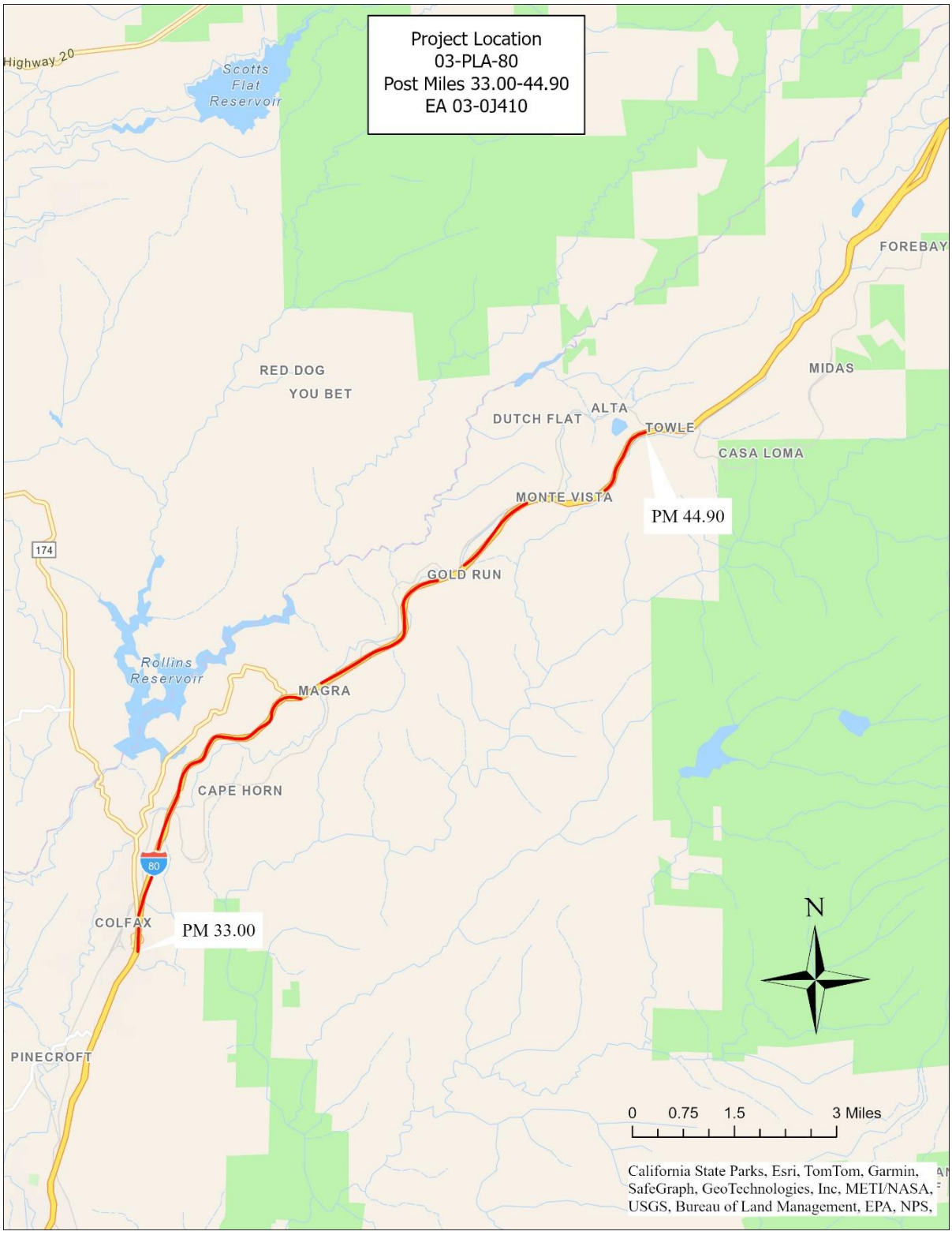

Figure 2. Proposed Alta CAPM Project Location

From the west, I-80 arrives at the District 3 border at the Solano/Yolo county line. It then travels through parts of Yolo, Sacramento, Placer, Nevada, and Sierra counties until it reaches the California/Nevada state line. Within Placer County, I-80 passes through several unincorporated communities before reaching the beginning of the project area where it has a junction with State Route 174 (SR 174) within the city of Colfax. I-80 continues through unincorporated communities that fall within the boundaries of the Tahoe National Forest. This segment of I-80 serves heavy tourist traffic between the Tahoe region and the Sacramento area. Within the project limits, there is the Gold Run Safety Roadside Rest Area, which provides several services, including restroom facilities and vending machines.

There is a Caltrans satellite facility located on SR 174 in Colfax, a short distance from the project. The facility houses equipment and pothole mix for road maintenance. East of the project, there is the Caltrans Whitmore Maintenance Station which is the staging area for the routine and emergency repair and upkeep of the state highway system. One of its major roles is to keep the western Sierra Foothill area of I-80 operational during the winter months.

1.2 Purpose and Need

Purpose

The purpose of this project is to preserve and extend the service life of the existing pavement and drainage systems and improve safety, operations, and mobility of freight and traveling public on I-80.

The project proposes to address existing pavement in poor and fair condition with Capital Preventive Maintenance (CAPM) strategies to extend the service life of the roadway. The project proposes to restore the functionality and extend the service life of drainage systems/culverts that are in poor and/or fair condition to prevent further damage to the roadbed that supports the pavement. Additionally, the project proposes to extend the eastbound lane separation taper at the State Route 174/I-80 Separation (Bridge No. 19-0086) off-ramp and the Truck Climbing Lane (TCL) on the eastbound side of the Long Ravine Bridge (Bridge No. 19-0089) to help improve operations and safety by facilitating movement of vehicles/ trucks with speed differentials. Lastly, the project proposes to upgrade signs, Transportation Management System elements, luminaires, and guardrails to the current standards, safety, and operation.

Need

The proposed project is needed as the existing pavement is exhibiting major signs of distress and will continue to deteriorate without proper action. Drainage systems within the project limits have also been deteriorating and, if left unaddressed, will jeopardize the stability of the roadbed. The volume of heavy freight traffic, along with sustained steep grade, lead to substantial delays due to the slowdown of the trucks on the mainlines. Additionally, speed differentials with limited opportunities to pass lead to speeding and reckless driving, which compromises the safety, operations, and mobility along this segment of the I-80 corridor. Several TMS elements, luminaires, signs, guardrail, and vegetation control need to be upgraded to current standards.

1.3 Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are Build Alternative and No-Build Alternative.

1.4 Proposed Alternatives

No-Build (No-Action) Alternative

The No-Build Alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. For each potential impact area discussed in Chapter 2, the No-Build Alternative has been determined to have no impact. Under the No-Build Alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented.

Build Alternative

The project proposes to preserve and extend the service life of the roadway surface by improving existing fair and/or poor condition pavement to good condition utilizing Capital Preventative Maintenance (CAPM) strategies. The project proposes to restore the functionality and service life of existing drainage systems/culverts currently in fair and/or poor condition, and upgrade Transportation Management System (TMS) elements, sign, sign structures, luminaires, guardrails, and vegetation control to meet current standards.

The proposed project includes the following scope of work:

Pavement

- Cold plane (0.20')
    - Eastbound (EB) inside shoulder and outside shoulder of Interstate 80 (I-80) along PMs 32.3/35.1, 38.3/39.5, and 41.3/42.7.
    - EB Lane #2 along PMs 39.0/39.6 and 41.3/42.0
    - EB on/off ramp along PMs 38.3/38.5 (Alpine Overcrossing), 41.2/41.6 (Gold Run Overcrossing)
    - EB on ramp along PMs 42.2/42.4 (Sawmill Overcrossing)
    - Access road to/from Gold Run Rest Area (EB)
    - WB inside shoulder and outside shoulder along PMs 33.1/44.9
    - WB mainline Lane #1 along PMs 35.0/38.3, 39.5/42.0, and 44.5/44.9
    - WB mainline Lane #2 along PMs 35.0/35.1, 38.3/39.0, 41.3/43.2, and 44.5/44.9
    - WB on/off ramps along PMs 38.3/38.5 (Alpine Overcrossing), 41.2/41.6 (Gold Run Overcrossing), 43.0/43.3 (Monte Vista Overcrossing)
    - WB on/off ramps along PMs 42.2/42.4 (Sawmill Overcrossing) and 44.6/44.8 (Alta Road Undercrossing)
    - Access road to/from Gold Run Rest Area (WB)
- Overlay (0.20') over the cold planed area above:
    - With Rubberized Hot Mix Asphalt (RHMA) along PMs 33.1/39.5
    - With Hot Mix Asphalt (HMA)-Type A along PMs 39.5/44.9
- Full-depth repair as needed.
- Place shoulder backing as appropriate.
- Replace shoulder rumble strips.
- Replace HMA dike as appropriate.
- Replace vehicle detection loop damaged by the cold plane operation.

- Replace Metal Beam Guardrail (MBGR) with Midwest Guardrail System (MGS) steel posts. Place appropriate terminal system end treatments and/or crash cushion. The new guardrail system would be per Caltrans *Manual for Assessing Safety Hardware* (MASH) standards.
- Place minor concrete vegetation control under new MGS systems.
- Restripe to extend the auxiliary lane at State Route 174/I-80 Separation EB off ramp between PMs 33.0 and 33.1 EB.
- Restripe to extend the truck climbing lane on the EB between PMs 35.0 to 35.3.
- Restripe lanes, shoulder, and ramps with recessed and/or applied methyl methacrylate (MMA) traffic stripe and pavement marking.
- Relocate utilities as necessary.

Traffic Management System Elements

- Replace 2 poor condition extinguishable message sign (EMS) at PMs 33.7 and 42.9 WB.
- Replace 1 poor condition changeable message signs (CMS) at PM 42.5 WB.
- Replace 1 poor condition closed-circuit television (CCTV) at PM 42.9 WB.
- Replace 1 outdated Traffic Monitoring Station at PM 36.4 WB with High Mast CCTV and Microwave Vehicle Detection System (MVDS).
- Replace vehicle detection loops and piezo sensors that will be damaged by the cold plane operations.

Drainage System/Culverts

- Replace 51 poor and fair condition culverts along PMs 33.3/42.7. Replace a less than 24-inch diameter culvert with a 24-inch diameter reinforced concrete pipe (RCP). If cut and cover method is selected, the work will involve structural section replacement, concrete median barrier removal and replacement, and also traffic control.
- Replace/adjust associate inlet, HMA overside drain, and headwall as appropriate.
- Place end treatment and rock slope protection as appropriate.
- Relocate utilities as necessary.

Signs and Lighting

- Replace all 36 two-post roadside signs.
- Replace 2 lightweight sign structures with truss structures at PM 41.1 EB and PM 33.7 WB.
- Rehabilitate 1 overhead sign structure at PM 41.9 WB. Category 3 per inspection report.
- Replace 10 sign panels on the existing overhead sign structures to comply with Type XI Sheeting.
- Replace 8 luminaires along PMs 33.1/33.3 EB and PMs 33.0/33.1 WB.
- Adjust/replace sign illumination as appropriate.

Alternatives Considered but Eliminated from Further Consideration

In addition to the proposed project work, Caltrans considered additional scope of work to maximize operation of this segment of I-80 by constructing an additional lane for slow moving trucks to address speed differences between trucks and passenger vehicles. In addition to the work proposed under Alternative 1, the ultimate build alternative also included widening I-80 at PMs 33.3/35.1 EB and PMs 33.3/38.3 WB to provide a Truck Climbing Lane and 10-foot-wide outside shoulder. This work was not part of the fiscally constrained project in the Regional Transportation Plan (RTP), and Caltrans did not further pursue modification to the RTP constrained project list.

1.5 Comparison of Alternatives

There is one Build Alternative and One No-Build Alternative for this project. The No-Build Alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. Under the No-Build Alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented. After the public circulation period, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment.

1.6 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction.

Table 1. Agency, Permit/Approval and Status

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1600 Lake and Streambed Alteration Agreement	Submittal: December 2024
Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification	Pending Application Submittal: December 2024
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Verification	Pending Application Submittal: December 2024

1.7 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. These are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

The project contains a number of standardized project features, standard practices (measures), and Best Management Practices (BMPs) which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project and, as such, are included as part of the project description. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in Chapter 2.

Aesthetics Resources

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

AR-2: Where feasible, construction lighting would be temporary, and directed specifically on the portion of the work area actively under construction.

AR-3: Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved and root systems of trees protected.

Biological Resources

BR-1: General

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

BR-2: Animal Species

A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within 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. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

C. To prevent attracting corvids (birds of the *Corvidae* family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All food-related trash will be disposed of in closed, bear-proof containers and removed from the project area at least once a week during the construction period. If bear-proof containers are not available, then food-related trash will be removed from the project area daily. Construction personnel will not feed or otherwise attract wildlife to the project area.

D. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors (e.g., amphibians, fish). To ensure adherence to permit conditions, the biological monitor would be present during activities such as installation and removal of dewatering or diversion systems.

E. Artificial night lighting may be required. To reduce potential disturbance to sensitive resources, lighting would be temporary and directed specifically on the portion of the work area actively under construction. Use of artificial lighting would be limited to Cal/OSHA work area lighting requirements.

BR-3: Invasive Species

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

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.

- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* (California Department of Fish and Wildlife 2016) for all field gear and equipment in contact with water.

BR-4: Plant Species, Sensitive Natural Communities, and ESHA

A. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas (ESHAs), rare plant occurrences, intermittent streams and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

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

BR-5: Wetlands and Other Waters

A. The contractor would be required to prepare and submit a *Temporary Water Diversion System Plan* or other dewatering plan to Caltrans for approval prior to any creek diversion. Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits.

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

Cultural Resources

CR-1: 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-2: 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 (H&SC) § 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.

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

Greenhouse Gas Emissions

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

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

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

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, 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-5: All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

GHG-6: Pedestrian and bicycle access would be maintained on I-80 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 materials containing lead.

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue" (SSP 14-11.12).

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

Traffic and Transportation

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

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

TT-3: A Transportation Management Plan (TMP) will be prepared for the project.

Utilities and Emergency Services

UE-1: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

UE-2: The project is located within the *Very High* CAL FIRE Fire Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

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

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

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- 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 of offsite.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

1.8 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special status species by the National Marine Fisheries Service (NMFS) and the United States Fish and Wildlife Service (USFWS)—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	**Yes**
Recreation	No
Transportation	No
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	No
Mandatory Findings of Significance	**Yes**

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A "NO IMPACT" answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the CEQA

Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, as well as standardized measures that are applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

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

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

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

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

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

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure.

Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

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

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

No-Build (No-Action) Alternative

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

Definitions of Project Parameters

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

Project Area: This is the general area where the project is located. This term is mainly used in the Affected Environment 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 be potentially 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.

The Biological Study Area (BSA) of the project includes 100-foot buffers beyond the ESL where channels are present.

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" and "Less Than Significant Impacts" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Visual Impact Assessment* dated November 14, 2023 (Caltrans 2023a). Potential impacts to the visual characteristics of the environmental setting are not anticipated as the proposed project would be visually compatible with the existing infrastructure and would not impact the visual characteristic of the existing environment.

Regulatory Setting

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

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

Affected Environment

The project is in rural Placer County on a segment of Interstate 80 (I-80) between the towns of Colfax and Alta. The project corridor consists of heavily forested mountain terrain and rock outcroppings. Views from the road to the adjacent landscape include landforms, boulders, rock outcroppings, understory shrubs, conifer forest, and highway infrastructure. The area surrounding the project is rural with agriculture timberland and ranchette zoned properties.

Within the proposed project limits, I-80 consists of two 12-foot-wide lanes in each direction with eastbound (EB) and westbound (WB) lanes separated by a continuous Type 60 concrete barrier. The existing infrastructure includes, but is not limited to road pavement, drainage facilities, striping, lighting, various types of signage, residential/commercial land uses, fencing, walls, local roads, and Safety Roadside Rest Areas (SRRA) (including Gold Run SRRA and Sutherland SRRA).

Avoidance, Minimization and/or 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 2.1—Aesthetics

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

No Impact. In Placer County, Interstate 80 is not designated as a state scenic highway. The proposed project would not have an adverse effect on any scenic vista. No informal scenic vistas have been established or are used by the public that would be affected by the project.

The proposed project activities are visually compatible with the existing infrastructure. Therefore, the project would have no impact on the scenic vistas.

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

No Impact. The implementation of the proposed project would not damage scenic resources such as trees, rock outcroppings, and historic buildings. The project would not construct any buildings or structures and would not remove or modify surrounding rock outcroppings considered a scenic resource. Vegetation removal may be required; however, the character of the surrounding area would remain consistent for highway users. Therefore, the project would have no impact to scenic resources.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The proposed improvements match the visual elements currently within the existing infrastructure and project corridor. The proposed project is not in an urbanized area and is consistent with applicable zoning and scenic regulations. Therefore, the project would have no impact on public views.

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

Less Than Significant Impact. The proposed project work is expected to be completed during normal working daylight hours but may require some work during the night. All nighttime illumination sources coming from the project would comply with standard Caltrans practices and Cal/OSHA requirements for controlling illumination for public safety and light and glare from construction. Therefore, the impact would be less than significant. Therefore, the impact would be less than significant.

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 (CAL FIRE) regarding the state's inventory of forest land, including the Forest and Range Assessment Project; the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, the California Department of Conservation Farmland Maps (California Department of Conservation 2022), and the Placer County Land Use Zoning Data (County of Placer Community Development Resource Agency 2024a). Potential impacts to Agriculture and Forest Resources are not anticipated.

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

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

No Impact. The proposed project work would occur within the existing right of way of I-80 and would not require the acquisition of land. There are no properties classified as Prime Farmland, Unique Farmland, or Farmland of Significant Importance within or adjacent to the project area; therefore, the project would not convert the land use designation of farmland properties (California Department of Conservation 2022).

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

No Impact. There are no properties under the Williamson Act contract within the proposed project limits or adjacent to the project area (County of Placer Community Development Resource Agency 2024a). The project would not change zoning for any agricultural land. Therefore, the project would not conflict with the existing zoning for agricultural use, or any Williamson Act contracts.

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

No Impact. The proposed project work would occur with the existing right of way of I-80 and would not require the acquisition of land or rezoning of land. Therefore, the project would not conflict with existing zoning of forest land, timberland, or timberland zoned Timberland Production.

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

No Impact. The proposed project work would occur with the existing right of way of I-80 and would not require the acquisition or conversion of forest land. Therefore, the project would not result in the loss of forest land, nor the conversion of forest land to non-forest use.

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

No Impact. The proposed project work would occur with the existing right of way of I-80 and would not require the acquisition of or conversion of land use. Therefore, the project would not result in the conversion of farmland to non-agricultural use nor the conversion of forest land to non-forest use.

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?			✓	

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Air Quality and Noise Analysis Memo* dated February 29, 2024 (Caltrans 2024a).

Regulatory Setting

The federal Clean Air Act (CAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act is its corresponding state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (CARB), set standards for the concentration of pollutants in the air.

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

An air quality analysis was completed for the proposed project based on the scope, timeline of construction, traffic data, and topography of the project area. The air quality analysis assesses existing and future air quality conditions in conformance with all applicable laws and regulations. Air quality conformity establishes the framework for improving air quality to protect public health and the environment. The proposed project is located in rural Placer County on I-80 between Post Miles 33.00 and 44.90. Within the project limits, I-80 consists of two 12-foot-wide lanes in each direction. Eastbound (EB) and westbound (WB) traffic are separated by a continuous concrete barrier.

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. The proposed project is listed in the Sacramento Area Council of Governments (SACOG) 2023-2026 Metropolitan Transportation Improvement Program (MTIP). The SACOG board subsequently adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and accompanying documents (SACOG 2024). The MTP/SCS for the Sacramento region pro-actively links land use, air quality, and transportation needs and is federally required to be updated every four years.

The MTP lays out a path for improving air quality, preserving open space and natural resources, and helping California achieve the goal of reducing greenhouse gas emissions that contribute to climate change. To align with the MTP, the proposed project must conform to the Sacramento Region's approved federal air quality plans known as the State

Implementation Plan (SIP) (Sacramento Area Council of Governments 2022). To conform to the SIP, the proposed project must not exceed the Motor Vehicle Emissions Budget (MVEB) in the SIP. Additionally, the project must provide Transportation Control Measures (TCMs) for the timely implementation of strategies to reduce emissions (Sacramento Area Council of Governments 2022).

To be listed in the MTP, the proposed project must meet the requirements of the MTP and the SIP for air quality listed above. Therefore, the project conforms/aligns with the regional air quality plan.

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 Impact. Based on the Air Quality and Noise Analysis Memo completed February 29, 2024, the proposed project would not result in the increase of criteria pollutants (Caltrans 2024). Emissions from construction equipment are expected and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter (Caltrans 2024). While construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays, these emissions would be temporary and limited to the immediate area surrounding the construction site. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. Based on the *Air Quality and Noise Analysis Memo*, the proposed project would not generate/expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors include residential areas, schools, hospitals, other health care facilities, child/day care facilities, parks, and playgrounds. The zone of greatest concern near roadways is within 500 feet (or 150 meters). The project would result in temporary construction emissions, construction dust, and equipment exhaust; however, are not considered substantial. With implementation of the Standard Measures and Best Management Practices and special provisions during all phases of construction, impacts would be less than significant.

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

Less Than Significant Impact. Site preparation and roadway construction would involve grading, removing, or improving existing roadways, installing traffic signs, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Temporary construction activities could generate fugitive dust from the operation of construction equipment (Caltrans 2024). The project will comply with construction standards as well as Caltrans standardized procedures for minimizing air pollutants during construction; therefore, the impacts from other emissions would be less than significant.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?			✓	
Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
Would the project: c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
Would the project: d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓

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

"No Impact" and "Less Than Significant Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Natural Environment Study dated April 30, 2024 (Caltrans 2024b) .

Regulatory Setting

Within this section of the document (2.4. Biological Resources), the topics are separated into Natural Communities of Concern, Wetlands and Other Waters, Plant Species, Animal Species, and Invasive Species. Threatened and endangered special status plant and animal species, including USFWS and NMFS candidate species, CDFW Fully Protected (FP) species, Species of Special Concern (SSC), and California Native Plant Society (CNPS) rare plants are covered in the respective Plant and Animal sections. This section of the document focuses on the issues covered in Chapter 4 of the Natural Environment Study (NES) (Caltrans 2024b).

Sensitive Natural Communities

In this section, the focus is on biological communities, not individual plant or animal species. 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. This section also includes information on wildlife corridors, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife

for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section.

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

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

Animal Species

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

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

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

- FESA–USC 16 Section 1531, et seq. See also 50 CFR Part 402
- CESA–California Fish and Game Code Section 2050, et seq.
- CESA–California Fish and Game Code Section 2080
- CEQA–California Public Resources Code, Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act, 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 2024b) was prepared for the project. The Environmental Study Limits (ESL) of the project are located in the northern High Sierra Nevada Subregion of the California Floristic Province (Caltrans 2024b). The ESL is in the Sierra Nevada Range in an area with moderate to steep slopes of variable aspects where the elevation ranges between 2,200 and 3,525 feet above mean sea level (msl).

The approximately 267.333-acre ESL encompasses the existing I-80 right of way where culverts, pavement, and shoulder rumble strips would be replaced/rehabilitated and where guardrails, and staging areas would be located.

The climate in the ESL is characterized by warm, relatively dry summers and freezing winters with significant amounts of precipitation, including snowfall.

Sensitive Natural Communities

Due to the hydrology and local morphology, no established riparian corridors occur along the perennial or intermittent channels. Riparian trees occur sparsely along and within the riverine habitat associated with the perennial channels and some intermittent channels. The riparian vegetation does not comprise a distinct habitat for wildlife since there is not enough to map to classify as a community. While the design footprint of the project results in temporary impacts to montane hardwood-conifer and montane mixed chaparral, any anticipated tree or shrub removal in these areas would not be substantial and would likely be within single digits. The proposed work would be limited to replacing existing structures, including guardrails and culverts.

Wetlands and Other Waters

The ESL supports wetlands (seasonal wetland, emergent marsh, seep, and wetland ditch) and non-wetland waters (perennial, intermittent, and ephemeral channels). The wetland communities are considered aquatic resources of the United States/Waters of the State and are subject to federal (CWA) and state (Porter-Cologne Act and CFGC Section 1602) regulation. Canyon Creek is a perennial channel that extends south of and runs parallel to the eastern portion of the ESL. Most of the ESL occurs on a ridge that separates the Bear River from the North Fork American River watersheds, with the majority of the unnamed streams descending from the road on both sides of I-80. As indicated in the Natural Environment Study (Chapter 4: Results), the proposed project may result in placement of fill into Waters of the United States/Waters of the State.

Plant Species

No listed or non-listed special status plants were observed within the ESL during floristic plant surveys conducted in May and July 2023. However, two uncommon species (i.e., California Rare Plant Rank [CRPR] 4 species) were observed: Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeae*) and Humboldt lily (*Lilium humboldtii* ssp. *humboldtii*), which are discussed below.

Brandegee's Clarkia

Brandegee's clarkia *(Clarkia biloba* ssp. *brandegeae)* is found in chaparral, cismontane woodland, and lower coniferous forests, often on roadsides, from 245 feet to 3,000 feet above sea level. Two populations of Brandegee's clarkia were observed and mapped within the ESL. One large population (approximately 400 individuals) occurs on the northeastern side of the Long Ravine Railroad Trestle within the ESL. The second population (approximately 100 individuals) occurs along Carpenter Road, east of I-80 within the ESL. Both populations are within a known occurrence that consists of several populations mapped around Carpenter Road and the railroad trestle. These two populations grow in habitat and soils that are typical of Brandegee's clarkia. Both were found at an existing California Natural Diversity Database (CNDDB) occurrence location. The populations within the ESL are in the central portion of the geographic range. Based on these criteria, the populations within the ESL would not be considered special status. Project construction would avoid temporary and permanent impacts to the populations of Brandegee's clarkia.

Humboldt Lily

Humboldt lily *(Lilium humboldtii* ssp. *humboldtii)* is found in openings in chaparral, oak woodland, and lower montane coniferous forests, from 295 feet to 4,200 feet above sea level. The blooming period for this species extends from May through July, and occasionally into August. Humboldt lily ranges along the foothills from southern Tehama County south to Calaveras County.

Two individual plants of Humboldt lily occur within the ESL on the western shoulder of I-80, near Rollins Lake. The two plants were growing in habitat and soils that are typical for Humboldt lily, and the plants appeared to have typical morphology. Populations within the ESL are in the central portion of the geographic range. Based on these criteria, the populations within the ESL may not be considered special status. Lilies have large showy flowers that are vulnerable to collecting and deer browsing. Plants may take several years to reach flowering size, and frequent deer browsing reduces seed production. Populations are

usually small with few plants. Based on these criteria, the two Humboldt lilies within the ESL may be given the same protections as special status species. However, the two Humboldt lily plants are not within the disturbance area for the proposed project and no impacts are anticipated.

The following federal and/or state listed plant species identified on the USFWS, CDFW-CNDDB and CNPS queries are listed below. There would be no impact to these species as there is no potential habitat for these species within the ESL, the species were not observed during botanical surveys, and/or the proposed project area is out of range of the species.

- Stebbins' morning glory *(Calystegia stebbinsii)*–federal endangered, state candidate endangered
- Pine Hill flannelbush *(Fremontodendron decumbens)*–federal endangered, state candidate rare
- Layne's ragwort *(Packera layneae)*–federal threatened and state candidate rare
- Scadden Flat checkerbloom *(Sidalcea stipularis)*–state endangered

While not federal or state listed, based on the same USFWS, CDFW-CNDDB and CNPS queries, the following plant species were identified as having potential suitable habitat within the ESL. However, these species were not observed within the ESL during the botanical surveys; therefore, would likely not be impacted by the proposed project work.

- True's manzanita (*Arctostaphylos mewukka* ssp. *truei*)
- Fresno ceanothus (*Ceanothus fresnensis*)
- Butte County fritillary (*Fritillaria eastwoodiae*)
- Dubious pea (*Lathyrus sulphureus* var. *argillaceus*)
- Stebbins' phacelia *(Phacelia stebbinsii)*
- Narrow-petaled rein orchid (*Piperia leptopetala)*
- Sierra bluegrass (*Poa sierrae)*

Wildlife–Special Status Species

Two-special status wildlife Species of Special Concern have the potential to occur within the BSA or could be affected by the proposed project:

Coast Horned Lizard

Coast horn lizard (*Phrynosoma blainvillii*) is a California Species of Special Concern. Coast horned lizard inhabits grasslands, coniferous forests, woodlands, and chaparral with sandy soil and low vegetation in valleys, foothills, and semi-arid mountains. This species is often found in lowlands along sandy washes with scattered shrubs and along dirt roads. There were no coast horned lizards observed within the ESL during biological surveys. There are three CNDDB occurrences within 5.0 miles of the ESL, most recently from 1995. Per CNDDB notes, the species was at the railroad switch station in Colfax more than 0.14 mile west of the BSA. The other occurrence was observed at Gold Run (off I-80) in hydraulic diggings.

Northern Goshawk

Northern goshawk (*Accipiter gentilis*) is a California Species of Special Concern. In the Sierra Nevada, goshawks breed in mixed conifer forests at low elevations up to and including high elevation lodgepole pine forests and eastside ponderosa pine habitats. They winter downslope in blue oak savannah. Nesting habitat is typically in mature forest with higher canopy cover and larger trees as compared to the surrounding forest. Goshawk nesting activities are initiated in February. Nest construction, egg laying, and incubation occur between May and early June. Young birds hatch in June, begin fledging in late June and early July, and are independent by mid-September. There are no CNDDB occurrences within 5.0 miles of the ESL. No northern goshawk or their nests were observed within the ESL during biological surveys.

Migratory Birds

Several non-special status migratory birds have also been documented within the ESL during the nesting season. These birds, as well as others, could nest on the ground, in shrubs and trees, and on built structures within and adjacent to the ESL. Implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7) would avoid or minimize potential impacts on nesting migratory birds.

Wildlife–Threatened and Endangered Species

Five-species that are federal or state listed or candidates for federal or state listing under FESA and CESA were identified as having the potential to occur within the Biological Study Area (BSA):

- Western bumble bee (*Bombus occidentalis*)
- Monarch butterfly (*Danaus plexippus*)
- Foothill yellow-legged frog (*Rana boylii*)–North Sierra DPS
- Western (Northwestern) pond turtle (*Actinemys [Emys]marmorata*)
- California spotted owl (*Strix occidentalis occidentalis*)

Western Bumble Bee

Western bumble bee (*Bombus occidentalis*) is a state candidate species under the CESA. Western bumble bees are found in open grassy areas, urban parks and gardens, chaparral and shrub areas, and mountain meadows. This species nests underground in abandoned rodent burrows or other cavities but may also nest above ground in structures including logs and railroad ties. The montane mixed chaparral provides habitat for this species. Host nectar plants including, but not limited to, great valley gumweed, yellow-star thistle, cut leaved geranium, and valley sky lupine occur within the ESL. There is one CNDDB occurrence documented in the vicinity of the ESL from 1951. The record states that a single bee was collected 0.9 mile east of the ESL on July 28, 1951. No Western bumble bees or their nests were observed during the May through August 2023 biological surveys of the ESL.

Monarch Butterfly

Monarch butterfly (*Danaus plexippus*) is a candidate for listing under the Federal Endangered Species Act (FESA). Monarch butterflies are found in open habitats including fields, meadows, weedy areas, marshes, and roadsides. Monarch butterfly roosts in wind-protected tree groves (such as eucalyptus) with nectar and water sources nearby. Caterpillar host plants are milkweeds. In California, Monarch butterflies leave the coast in the late winter, stopover in the Central Valley, and breed along the eastern border of the Central Valley eastward across the remainder of California. Nectar plants include, but are not limited to, gumweed, *Helianthus* spp., *Symphyotrichum* spp., *Solidago* spp., and *Euthamia* spp. No Monarch butterfly adults, chrysalides, larvae, or eggs were observed within the ESL during the biological surveys. Only sparsely growing, isolated clusters of purple milkweed (*Asclepias cordifolia*), a larval host plant for Monarch butterflies, were observed within the

ESL. Isolated clusters of host plants reduce the likelihood for Monarch butterfly to occur within the ESL. The CNDDB only tracks overwintering habitat, which in California is primarily on the coast, with limited inland sites in Kern and Inyo counties. There are records of Monarchs and Monarch breeding reported in the Western Monarch Milkweed Mapper database within 5 miles of the ESL, most of which are in a cluster to the southeast of Colfax. These records are reported as being either within garden habitats or in areas that are far more remote and far less disturbed than the proposed project area.

Foothill Yellow-Legged Frog–North Sierra DPS

Foothill yellow-legged frog *(Rana boylii) (FYLF)*–North Sierra Distinct Population Segment (DPS) is state listed as threatened under the California Endangered Species Act (CESA). Federal status varies according to population; currently, the South Sierra and South Coast DPS' are endangered, the North Feather and Central Coast DPS' are threatened, and the North Sierra DPS (in Yuba, Sierra, Nevada, and Placer counties) is not federally listed. No critical habitat has been established for any of the DPS'. Foothill yellow-legged frog is found in the coast ranges from the Oregon border south to Los Angeles County, in most of northern California west of Cascade crest, and western Sierra Nevada foothills south to Kern County. Foothill yellow-legged frog is known from sea level to 6,370 feet in the Sierras. It is found in or near rocky streams in a variety of habitats, including valley-foothill hardwood and conifer, valley-foothill riparian, ponderosa pine, mixed conifer, coastal scrub, mix chaparral, and wet meadows. Foothill yellow-legged frog bask on exposed rock surfaces near streams. During periods of inactivity (cold weather), Foothill yellow-legged frog seeks cover under rocks in streams or on shore, but near water. The species breeds from mid-March to early June, usually after the high winter and early spring flows have subsided and less sediment is being transported. Tadpoles require water for at least 15 weeks to reach metamorphosis, which typically occurs between July and September.

There are 43 CNDDB occurrences of Foothill yellow-legged frog within 5.0 miles of the BSA. There are two CNDDB occurrences that have a direct aquatic connection to the ESL. One of these records, from 2007, is at an unnamed tributary to the North Fork American River and is also the nearest CNDDB record to the ESL occurring 0.1 mile downstream and east of the BSA. The second CNDDB record is at Canyon Creek, about 0.5 mile upstream of the BSA. Protocol-level Foothill yellow-legged frog surveys were conducted within the BSA between May and July 2023.

The BSA includes an approximately 100-foot buffer around channels, extending beyond the ESL. A total of 40 aquatic habitat features were evaluated during the May surveys. Of these, only five were tentatively determined to provide potential habitat for FYLF. These features include PC-04, IC-5, IC-11, and IC- 25/IC-27 (same feature) within the BSA and Canyon Creek outside of the BSA. These five channels were then subsequently surveyed in June and July 2023. Channels PC-04, IC-5, IC-11, and IC-25/IC-27 had little to no water flow during the June and July 2023 surveys and were therefore considered not suitable breeding habitat for FYLF. Water flow was present in Canyon Creek (F-5) during the June and July 2023 surveys; Canyon Creek was determined to provide potential suitable breeding habitat for FYLF. No FYLF were observed in any of the habitats surveyed within the BSA during any of the survey periods.

Western (Northwestern) Pond Turtle

Western pond turtle is a State Species of Special Concern and is also currently proposed for listing as threatened under the FESA. The species of Western pond turtle that occurs in the vicinity of the ESL is the Northwestern pond turtle (*Actinemys marmorata*). The Northwestern pond turtle was proposed for threatened status under the FESA in October 2023. The range of the Northwestern pond turtle includes populations from the San Joaquin Valley north, all populations in California north of the middle of Monterey Bay, the Coastal and Cascade Ranges of Oregon and Washington states, and an outlying population in Nevada. This species is found in permanent and intermittent waters of small lakes and ponds, marshes, rivers, streams, and irrigation canals with muddy or rocky bottoms and with watercress, cattails, water lilies, or other aquatic vegetation in woodlands, grasslands, and open forests. The Western pond turtle requires basking sites of logs, rocks, floating vegetation mats, or muddy banks. At warmer climates, Western pond turtles are active year-round but will spend winter months in colder climates in a state of dormancy, often burrowing into loose soil or leaf litter on land or using undercut banks, snags, rocks, or muddy bottoms of ponds. Mating behavior generally occurs May through September. Egg depositing usually occurs May through July, with the northern populations depositing eggs later in the season than those in the south. Proximity of nesting site to aquatic habitat is dependent on availability, and the nest site is often constructed in sandy banks usually within 300 feet of the aquatic habitat but can be up to 1,640 feet (500 meters) away with an incubation time of approximately 80 to 126 days.

Hatchlings in this region overwinter in the nest chamber and emerge in spring. Post-emergence, the hatchlings migrate to aquatic habitat, which takes an average of 49 days from the initial emergence. The primary habitat for hatchlings and young juveniles is shallow water with dense submerged vegetation and logs.

No Northwestern pond turtles were observed within the ESL during the biological surveys. Numerous biological surveys were conducted between May and August 2023 when Northwestern pond turtles would likely be mating, nesting, or migrating through the ESL. There is one CNDDB occurrence within 5.0 miles of the ESL from 2016 and approximately 1.6 miles northwest of the ESL. One adult was observed at Steephollow Creek, about 0.8 miles north of its confluence with the Bear River and 2.0 miles northwest of Gold Run. The perennial channels and emergent marshes within the ESL are not directly connected to Steephollow Creek, which is a tributary that flows from north to south into the Bear River on the opposite bank of the river, or tributaries in the vicinity of the ESL that flow into the Bear River. While it is unlikely that Northwestern pond turtles would nest within the ESL, there is a potential they could be present within the ESL as four emergent marshes and four perennial channels in the ESL provide potential suitable aquatic habitat for Northwestern pond turtle. These aquatic features support some features that provide habitat for Northwestern pond turtle including boulders, cobbles, and hydrophytic vegetation. However, perennial channels within the ESL lack suitable sandy banks for nesting. The uplands surrounding these drainages are often on steep slopes that are densely vegetated with blackberry and conifers. Though the perennial channels and the emergent marshes provide aquatic habitat, there are limited sunny basking sites under the dense canopy of the mixed montane hardwood-conifer forest. Any individuals present would likely be migrating through the ESL, moving between aquatic habitat and higher quality overwintering or nesting habitat outside the ESL. However, some areas where this might occur are surrounded by barriers to movement outside the ESL, such as local roads, railroads, and complex drainage systems such as the WB Gold Run Rest Area wetlands that primarily receives hydrology from the surrounding hillsides and impervious surfaces and is not directly connected to other major stream systems. Under this consideration, those areas with any potential for presence would generally be restricted to areas that connect higher quality overwintering or nesting habitat outside the ESL.

California Spotted Owl

California spotted owl **(***Strix Occidentalis occidentalis***)** is a California Species of Special Concern. California spotted owl in the Sierra Nevada mountains and foothills is also currently proposed for listing as Threatened under the FESA. California spotted owls utilize Sierra mixed conifer, ponderosa pine, red fir, and montane hardwood forest types with high structural diversity, and are dominated by medium (12–24-inch) and large (>24-inch) trees with moderate to high levels of canopy cover. Nests can be found in cavities of live and dead firs and pines, in the top of broken-topped trees and snags, in platform nests which naturally exist in branching structures, or which were built by another species, or in mistletoe brooms. Territory size is generally regarded as a 1.5-mile radius around the nest site, activity center or half the average nearest neighbor distance of owls within a population.

No California spotted owl or active nests were observed during the 2023 biological surveys of the ESL. CDFW tracks California spotted owl activity centers, nests, and observations of pairs and individuals in their Spotted Owl Observations Database (California Department of Fish and Wildlife 2024). California spotted owl activity centers are detection locations or clusters of detections within occupied nesting and roosting areas chosen to represent the core use areas. No California spotted owl activity centers, nests, or observations are recorded in this database within 1.5-miles of the ESL. The closest activity center to the ESL is an active nest of a reproductive pair approximately 1.75 miles north of the northeasternmost portion of the ESL. The next closest activity center is an active nest of a reproductive pair near Steephollow Creek and is approximately 2.0 miles northwest of the northeasternmost portion of the ESL. There are several other activity centers within 5.0 miles of the ESL.

California spotted owls could be foraging within the ESL; however, are unlikely to be breeding within the ESL due to the lack of suitable breeding habitat. Stands of trees in the montane mixed hardwood-conifer forest within the ESL are generally not large enough and suitable for California spotted owl nesting. Some medium (12–24-inch) and large (>24-inch) trees are present within the ESL; however, because of historical disturbances in these montane mixed hardwood-conifer forests, the ESL lacks the complex structural diversity and consistently dense canopy cover that is present in higher quality old-growth forests. While some areas in the montane mixed hardwood-conifer forests within the ESL provide dense canopy cover and structural diversity, forests within the ESL are constantly disrupted by traffic noise. Quieter, higher quality nesting habitat occurs to the north and south of I-80. In addition, more mature, old-growth forests several miles from the ESL are less disturbed by ongoing traffic and therefore provide higher quality nesting habitat.

Invasive Species

The primary laws governing invasive species are Executive Order (EO) 13112 and NEPA. There are currently invasive species in the areas where botanical surveys were conducted. The proposed project would not cause or promote the introduction or spread of invasive species. Due to the limited scope of work in vegetated areas, Caltrans has determined this project would not result in the spread of invasive species.

Environmental Consequences

Sensitive Natural Communities

The ESL supports wetlands (seasonal wetland, emergent marsh, seep, and wetland ditch) and non-wetland waters (perennial, intermittent, and ephemeral channels). While riparian trees occur sparsely along and within the riverine habitat associated with the perennial channels and some intermittent channels, the riparian vegetation does not comprise a distinct habitat for wildlife since there is not enough to map it as its own community. Due to the hydrology and local morphology, no established riparian corridors occur along the perennial or intermittent channels. While the design footprint of the project results in temporary impacts to montane hardwood-conifer and montane mixed chaparral, any anticipated tree or shrub removal in these areas would not be substantial and would likely be within single digits no tree or shrub removal in these areas is anticipated. While some of the overstory canopy may occur within the project footprint, the work would be limited to replacing existing structures, including guardrails and culverts.

Wetlands and Other Waters

The proposed project would temporarily affect 0.087 acre of aquatic resources of the United States/Waters of the State (Table 2). All temporarily impacted areas would be restored to pre-existing conditions as described in the Standard Measures and Additional Best Management Practices in Section 1.7. The proposed project would not result in permanent impacts to aquatic resources.

Table 2. Estimated Maximum Temporary Impacts on Aquatic Resources

Aquatic Resources	Temporary Impacts (Acres)
Non-Wetland Waters	
Riverine	
Perennial Channel	0.004
Intermittent Channel	0.043
Ephemeral Channel	0.001
Wetlands	
Emergent Marsh	0.0320
Seasonal Wetland	0.0005
Seep	0.
Wetland Ditch	0.006
Total Aquatic Resources	**0.087**

Plant Species

Brandegee's Clarkia

Two populations of Brandegee's clarkia *(Clarkia biloba* ssp. *brandegeae)* were observed in the proposed project ESL. The population of Brandegee's clarkia near the northeastern side of the Long Ravine Railroad Trestle is near culvert work at Post Mile 35.1. The proposed culvert work near PM 35.1 is the removal and replacement of the culvert under the roadway. Project construction would avoid temporary and permanent impacts on this population.

Humboldt Lily

Two individual plants of Humboldt lily *(Lilium humboldtii ssp. humboldtii)* occur within the ESL. These plants occur on the western shoulder of I-80, near Rollins Lake. As the two Humboldt lily plants are not within the disturbance area for the project, no impacts are anticipated.

Wildlife–Special Status Species (Species of Special Concern)

As the following Species of Special Concern were either not observed, there is no suitable habitat, or the range of the species is outside the project study limits, there would be no impact to the following species indicated on the CDFW-CNDDB species list:

- California red-legged frog
- Southern long-toed salamander
- Black swift
- Yellow-breasted chat
- Sierra-Nevada mountain beaver
- Townsend's big-eared bat

The project could potentially affect the following two Species of Special Concern: Coast horned lizard and northern goshawk.

Coast Horned Lizard

Given there would be no permanent impacts to montane mixed chaparral, there would be a less than significant impact to coast horned lizard. Cumulative temporary impacts on potential loss of suitable coast horned lizard habitat would result from construction of other projects in Placer County. Construction of the proposed project would add to the cumulative temporary loss of coast horned lizard habitat in the region; however, considering the measures in place to avoid and minimize effects on the species and the amount of habitat lost in relation to the surrounding habitat available, the proposed project's incremental contribution to cumulative impacts on coast horned lizard habitat is not cumulatively considerable.

Northern Goshawk

There are 2.313 acres of temporary impacts to montane hardwood-conifer habitat, which provides marginally suitable habitat for northern goshawk. However, work would be limited to replacing existing structures and no trees would be removed from this habitat. Therefore, no northern goshawk breeding habitat would be impacted.

Although no goshawk nests were observed during the 2023 biological surveys, northern goshawks may use alternate nesting sites within a given territory between years. Absence in one year does not eliminate the possibility that goshawks could use an area in subsequent years. Although construction noise and activity could disturb nesting activity or other behaviors, it is unlikely that northern goshawk would nest within the ESL. Given the ESL contains marginally suitable composition of the montane mixed hardwood–conifer, the proximity of ongoing disturbance associated with traffic on I-80, and the lack of CNDDB occurrences documented within 5 miles of the ESL, the proposed project would not result in the loss of breeding habitat for northern goshawk; thus, there would be a less than significant impact to northern goshawk.

Migratory Birds

The proposed project has the potential to affect nesting migratory birds either through direct injury or through mortality during ground-disturbing activities and minimal vegetation removal or by disrupting normal behaviors, including nesting. Work would be limited to replacing existing structures and no trees or snags would be removed from this habitat. Considering the avoidance and minimization efforts, the project would result in a less than significant impact to migratory birds.

Wildlife–Threatened and Endangered Species

Western Bumble Bee

Construction of the proposed project could result in the permanent removal of host plants, if present, within the montane mixed chaparral that occurs within the project footprint. Bumble bees could be destroyed from equipment collisions if feeding on the host plants at the time construction activities are occurring. Temporary impacts could occur from the loss of host plants where work would occur within the ESL. However, no permanent loss of habitat would occur.

Construction of the proposed project would add to the cumulative loss of Western bumble bee habitat in the region; however, considering the measures in place to avoid and minimize effects on the species and the amount of habitat lost in relation to the surrounding habitat available, the proposed project's incremental contribution to cumulative impacts on Western bumble bee habitat would not be cumulatively considerable.

Monarch Butterfly

Construction of the proposed project could result in the removal of host plants, if present within the project footprint, associated with disturbed, open areas. Breeding habitat for monarch butterflies could be destroyed by clearing vegetation that includes milkweed plants. Death of monarch butterflies could occur through equipment collisions or removal of milkweed plants, if occupied by monarch butterfly eggs, larvae, and/or adults. Temporary impacts from construction could occur from the loss of host plants in ESL. However, no permanent loss of habitat is anticipated.

Construction of the proposed project would add to the cumulative loss of monarch butterfly habitat in the region; however, considering the measures in place to avoid and minimize effects on the species and the amount of temporary habitat lost in relation to the surrounding habitat available, the proposed project's incremental contribution to cumulative impacts on monarch butterfly habitat would not be cumulatively considerable.

Foothill Yellow-Legged Frog

The proposed project would avoid impacts on known populations of Foothill yellow-legged frog–North Sierra DPS. The proposed project would not result in permanent impacts to breeding habitats for FYLF. The proposed project would have no impacts on Canyon Creek, located outside of the BSA. The proposed project would result in temporary impacts on 0.047 acre of potential non-breeding aquatic habitat for Foothill yellow-legged frog. Non-breeding habitat for FYLF could be impacted by construction activities such as vegetation clearing or clear water diversions. If individuals are present, they could be crushed by construction equipment. Indirect impacts could result from siltation and erosion runoff from adjacent project activities into suitable aquatic habitat, which would result in lower quality aquatic conditions.

Cumulative temporary impacts on potential loss of suitable FYLF non-breeding habitat would result from construction of other projects in Placer County. Construction of the proposed project would add to the cumulative temporary loss of Foothill yellow-legged frog non-breeding habitat in the region; however, considering the measures in place to avoid and minimize effects on the species and the amount of habitat lost in relation to the surrounding habitat available, the proposed project's incremental contribution to cumulative impacts on Foothill yellow-legged frog habitat would not be cumulatively considerable.

Western (Northwestern) Pond Turtle

Based on the existing design, there are no permanent impacts to the perennial channels and emergent marshes that provide suitable habitat for Northwestern pond turtle. There are 0.037 acres of temporary impacts to these aquatic features. Northwestern pond turtles could be impacted by construction activities, such as vegetation clearing or culvert replacement. If individuals are present, they could be crushed by movement of equipment or by staging and parking of vehicles and equipment in and around potential habitat. If Northwestern pond turtle is traversing through the ESL during migration to or from aquatic habitat, individuals could be entrapped in open trenches or holes exposing them to predation.

Over the long term, perennial channels would continue to function as they currently function. Rehabilitating and/or replacing culverts to ensure proper culvert functioning could potentially increase suitable habitat quality, and culvert expansions would provide greater connectivity by providing more openness within the facilities. No permanent removal of aquatic habitat for this species is anticipated. Indirect impacts could result from siltation and erosion runoff from adjacent project activities into suitable aquatic habitat, which would result in lower quality aquatic conditions and reduced in-stream water quality.

Stressors associated with construction could include potential exposure to contaminants that could be discharged into aquatic habitat from leaking equipment or other project-related fluid leaks during construction which could be absorbed through Northwestern pond turtle skin resulting in decreased survivorship if exposure to these contaminants alters their physiological, anatomical, or neurological processes. Other potential indirect impacts on Northwestern pond turtle include obstruction of movement corridors, displacement from the ESL, and increased risk of predation; all of which could reduce survivorship of individual Northwestern pond turtles.

Cumulative temporary impacts on potential loss of suitable Northwestern pond turtle aquatic habitat could result from construction of other projects in Placer County. Construction of the proposed project would add to the cumulative temporary loss of Northwestern pond turtle habitat in the region; however, considering the measures in place to avoid and minimize effects on the species and the amount of habitat lost in relation to the surrounding habitat available, the proposed project’s incremental contribution to cumulative impacts on Northwestern pond turtle habitat would not be cumulatively considerable.

California Spotted Owl

Construction of the proposed project would not result in the permanent removal of nesting habitat for California spotted owl. Given the proximity to I-80, lack of any suitable nesting habitat within or adjacent to the ESL, and the absence of any known activity centers within 0.25 miles of the ESL, construction noise and activity is unlikely to disturb nesting activity or other behaviors, and active nests are not anticipated to occur within the vicinity of the project footprint. Furthermore, project activities would be transitory in nature and would not persist for extended periods of time. Though the proposed project would result in the temporary loss of marginally suitable foraging habitat for California spotted owl, it would not result in any adverse impacts on the species. However, as previously stated, work would be limited to replacing existing structures and no trees would be removed from this habitat.

Avoidance, Minimization and Mitigation Measures

Caltrans Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on biological resources identified as present or having the potential to occur in or near the proposed project ESL.

Plant Species

Brandegee's Clarkia

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Brandegee's Clarkia identified as present or having the potential to occur in or near the proposed project ESL.

Humboldt Lily

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Humboldt Lily identified as present or having the potential to occur in or near the proposed project ESL.

Wildlife–Special Status Species

Coast Horned Lizard

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Coast horned lizard identified as present or having the potential to occur in or near the proposed project ESL. In addition, a qualified biologist will conduct preconstruction surveys within suitable habitat for coast horned lizard within 14 days of ground disturbance (SSP 14-6.03D). If any of these species are observed within the area of ground disturbance, all work within 100 feet of the individual will cease until the species has voluntarily moved outside of the work area on its own volition or until a qualified biologist moves individuals outside the work area.

Northern Goshawk

Because northern goshawk is not expected to nest within the area of work or be disturbed by construction activities, no species-specific avoidance and minimization measures are proposed.

Migratory Birds

Implementation of the Standard Measures and Best Management Practices (Section 1.7) would ensure that construction activities avoid and minimize potential impacts on migratory birds.

Wildlife–Threatened and Endangered Species

Western Bumble Bee and Monarch Butterfly

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Western bumble bee and Monarch butterfly identified as present or having the potential to occur in or near the proposed project ESL. In addition, the following measures would be implemented.

- A qualified biologist will conduct a preconstruction survey for Western bumble bee and Monarch butterfly within a 20-foot buffer around suitable habitat within the construction and staging area footprints. All nectar plants and bumble bee pollen plants that are in bloom will be avoided to the extent feasible. If avoidance is infeasible, the plants will be removed within 7 days prior to construction.

- A qualified biologist will survey for Monarch butterfly host plants within a 20-foot buffer around suitable habitat within the construction and staging area footprints. All milkweed species and locations will be mapped and inspected for the presence of Monarch butterfly eggs or larvae and for signs of larvae, such as chewed leaves and frass (excrement). Habitat within a 35-foot radius of milkweed that is suitable for the Monarch pupal stage, including perennials and shrubs, logs, and artificial structures, will also be inspected for late fifth instar larvae and chrysalides. All milkweed species will be avoided to the extent feasible. If infeasible, and no adults are observed in the vicinity and no eggs or larvae are observed on the milkweed, the plants may be removed under the direct supervision of the biologist. Milkweed should be removed during the non-breeding season in this region from October 31 through March 15 (Xerces Society 2018) when Monarch eggs and larvae are less likely to be present on milkweed. If eggs, larvae, or chrysalides are present, a minimum 10-foot avoidance buffer will be established around the occupied plants with flagging or fencing. The buffer will remain in place and the plants will not be removed until the biologist confirms that the eggs, larvae, or occupied chrysalides are no longer present on the plants.
- The hydroseed mix and plant palette (Standard Measures BR-4B and WQ-2) would be designed to include regionally appropriate flowering plants that provide nectar and pollen for Western bumble bees and nectar for Monarch butterflies in areas where construction disturbed or removed native foraging plants for these two species.

Cumulative impacts could result from construction of the proposed project and would add to the cumulative loss of Western bumble bee and Monarch butterfly habitat in the region. However, considering the measures in place to avoid and minimize effects on the species and the amount of temporary habitat lost in relation to the surrounding habitat available, the proposed project's incremental contribution to cumulative impacts on Western bumble bee and Monarch butterfly habitat would not be cumulatively considerable.

Foothill Yellow-Legged Frog

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Foothill yellow-legged frog, identified as present or having the potential to occur in or near the proposed project ESL. In addition, the following measures would be implemented.

- Retain a designated biologist to conduct monitoring during construction activities, as appropriate, to ensure that all construction personnel are trained, and avoidance and

minimization measures are properly implemented. The designated biologist would ensure that required construction fencing, silt fencing, and/or straw wattles are installed, and that sensitive habitats are avoided. A designated biologist will monitor construction activities as appropriate. If a special status wildlife species is observed within the work area during construction, all activities within the immediate area of the animal will stop until the individual moves out of the work area on its own accord. Observations of federal or state listed species will be reported immediately to the Caltrans biologist. Additionally, the biologist would conduct clearance surveys for special status species within the work area prior to commencement of work, as appropriate**.**

- Provide escape ramps or cover open trenches to avoid entrapment of wildlife: all excavated steep-walled holes or trenches more than 6 inches deep would be provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each work day. If escape ramps cannot be provided, then holes or trenches would be covered with plywood or similar materials. Providing escape ramps or covering open trenches would prevent injury or mortality of wildlife resulting from falling into trenches and becoming trapped. The trenches would be thoroughly inspected for the presence of federal or state listed species at the beginning of each work day. Any species observed would be allowed to voluntarily move outside of the work area on its own. If at any time a trapped listed animal is discovered, an escape ramp or other appropriate structures would be installed to allow the animal to escape, and the USFWS or CDFW, as appropriate for the species, would be contacted for further guidance if needed.
- Prior to being moved, vehicles and equipment located in the vicinity of suitable habitat (annual grassland) will be checked for any special status species (i.e., Foothill yellow-legged frog and Northwestern pond turtle) or other sensitive wildlife sheltering underneath them. In the event an animal is observed, the vehicles/equipment will not be moved until the individual has vacated the area on its own accord.
- To eliminate the potential for disturbance or injury to, or death of, any species resulting from the presence of pets and firearms, neither (with the exception of firearms carried by authorized law enforcement officials) will be allowed on the project site.

Western (Northwestern) Pond Turtle

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on Western (Northwestern) pond turtle, identified as present or having the potential to occur in or near the proposed project ESL. In addition, the following measures would be implemented.

- A qualified biologist will conduct preconstruction surveys for Northwestern pond turtle within 14 days prior to any ground disturbance occurring within 100 feet of the perennial channels, intermittent channels, and emergent marshes. The surveys will also include a 100-foot buffer in uplands around the channels and emergent marshes, where feasible. If Northwestern pond turtle is detected, a qualified biologist will conduct preconstruction surveys for Northwestern pond turtle within 24 hours of work occurring within 100 feet of suitable aquatic habitat. In addition, preconstruction surveys will be conducted prior to commencement of work associated with culverts containing water. The survey will be conducted to ensure no Northwestern pond turtle is present immediately upstream or within 50 feet downstream of the culvert location. If an individual is observed within the active area of disturbance due to work activities, no culvert work will commence until the species has voluntarily moved outside of the work area on its own volition, if feasible. If infeasible, the qualified biologist will capture and relocate the individual to suitable habitat a minimum of 300 feet from active work areas. No work will commence within the area until the biologist confirms that the species is no longer present. During technical assistance with USFWS, the Service did not have any conservation recommendations they would propose at this time and recommended Caltrans allow the Service more time to both develop more standardized conservation measures and measure the likelihood of the species being fully listed in the future. If the species becomes listed in the future, Caltrans would be required to obtain coverage for take consult under Section 7 of the FESA. Caltrans would comply with any conservation measures as a result of consultation.

California Spotted Owl

Because California spotted owl is not expected to nest within the area of work or be disturbed by construction activities, no species-specific avoidance and minimization measures are proposed.

Invasive Species

All excavated soil material would be retained onsite. Excess soil would be disposed of in a permitted offsite location to prevent the spread of invasive plants to uninfested areas adjacent to the project footprint.

Implementation of the Standard Measures and Best Management Practices (Section 1.7) would ensure that construction activities avoid and minimize potential effects/impacts on nearby communities of special concern due to the introduction and spread of invasive plants.

Habitat Connectivity

Implementation of the Standard Measures and Best Management Practices (Section 1.7) would ensure that construction activities avoid and minimize potential impacts on habitat connectivity.

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?***

Plant Species

There were no listed or non-listed special-status plants observed within the ESL during floristic plant surveys conducted in May and July 2023. Two uncommon species were observed: Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeae*) and Humboldt lily (*Lilium humboldtii* ssp. *humboldtii*).

Due to the proximity of the populations to the work area, the effects on these two plant species are analyzed below.

Brandegee's Clarkia

With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.7), there would be no impact to Brandegee's clarkia.

Humboldt Lily

Given there were no Humboldt lily plants within the proposed disturbance area for the project, and with implementation of Caltrans Standard Measures and Best Management Practices, there would be no impact to Humboldt lily.

Wildlife-Special Status Species

There would be no impact to the following state Species of Special Concern as either there is no suitable habitat present, or the project area is out of the known geographic and elevation range for the species:

- California red-legged frog (SSC)
- Southern long-toed salamander (SSC)
- Black swift (SSC)
- Yellow-breasted chat (SSC)
- Sierra-Nevada mountain beaver (SSC)
- Townsend's big-eared bat (SSC)

Coast Horned Lizard

With implementation of Caltrans Standard Measures and Best Management Practices, there would be less than significant impact to Coast horned lizard.

Northern Goshawk

Given Northern goshawk is not expected to nest within the area of work or be disturbed by construction activities, there would be no impact to Northern goshawk.

Wildlife–Threatened and Endangered Species

The following table (Table 3) indicates the effect/impact determination for the threatened and endangered federal and state wildlife species.

Table 3. Effects Determinations for Federal and State Listed Species

Species	Listing Status	Habitat Present/Absent	Effect/Impact Determination
Western bumble bee	--SC	Present	No Take
Monarch butterfly	FC/--	Present	No Effect
Foothill yellow-legged frog–North Sierra DPS	--/ST	Present	No Take
Western (Northwestern) pond turtle	PT/SSC	Present	No Effect/No Take
California spotted owl	FPT/SSC	Present	No Effect/No Take
Vernal pool fairy shrimp	FT/--	Absent	No Effect
Valley elderberry longhorn beetle	FT/--	Absent	No Effect
Vernal pool tadpole shrimp	FE/--	Absent	No Effect
California red-legged frog	FT/SSC	Absent	No Effect/No Take
Sierra-Nevada yellow-legged frog	FE/ST	Absent	No Effect/No Take
California black rail	--/ST, FP	Absent	No Effect/No Take
Fisher–West Coast DPS	--/ST	Absent	No Take

Western Bumble Bee

With implementation of Caltrans Standard Measures and Best Management Practices, there would be less than significant impacts to Western Bumble Bee.

Monarch Butterfly

With implementation of Caltrans Standard Measures and Best Management Practices, there would be less than significant impacts to Monarch butterfly.

Foothill Yellow-legged Frog

With implementation of Caltrans Standard Measures and Best Management Practices, there would be less than significant impacts to Foothill Yellow-legged Frog.

Western (Northwestern) Pond Turtle

With implementation of Caltrans Standard Measures and Best Management Practices, there would be no impact to Western (Northwestern) pond turtle.

Migratory Birds

With implementation of Caltrans Standard Measures and Best Management Practices, there would be less than significant impact to migratory birds.

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?

Sensitive Natural Communities

The ESL supports wetlands (seasonal wetland, emergent marsh, seep, and wetland ditch) and non-wetland waters (perennial, intermittent, and ephemeral channels). The wetland communities are considered aquatic resources of the United States/Waters of the State and are subject to federal (CWA) and state (Porter-Cologne Act and CFGC Section 1602) regulation. While riparian trees occur sparsely along and within the riverine habitat associated with the perennial channels and some intermittent channels, the riparian vegetation does not comprise a distinct habitat for wildlife since there is not enough to map it as its own community. Due to the hydrology and local morphology, no established riparian corridors occur along the perennial or intermittent channels. Therefore, the proposed project would not likely have an adverse effect on any riparian habitat or other sensitive natural community.

Invasive Species

During the botanical surveys conducted between May and August 2023, nine plant species with the Cal-IPC rating of *high* were observed within the ESL: barbed goatgrass (*Aegilops triuncialis),* red brome (*Bromus rubens*), cheat grass (*Bromus tectorum*), yellow star-thistle (*Centaurea solstitialis*), Scotch broom (*Cytisus scoparius*), medusa-head grass (*Elymus caput-medusae*), French broom (*Genista monspessulana*), Spanish broom (*Spartium junceum*), and Himalayan blackberry (*Rubus armeniacus*). While the project would remove some invasive species in heavily infested areas along the roadside, the proposed project would also create additional disturbed areas. Areas of disturbance would be more susceptible to colonization or spread by invasive plants. Temporary construction disturbance within this area could promote additional growth of these species. However, Caltrans Standard Measures and Best Management Practices (Section 1.7) will be implemented to avoid and minimize impacts from invasive plant species.

No new construction beyond the highway is proposed. The project is not expected to increase use of I-80 and the surrounding area; therefore, the level of invasive species introduction and spread is likely to stay the same. With the following additional avoidance and minimization measure in place, the proposed project is not anticipated to increase or decrease the area currently occupied by invasive plants or the potential for spreading invasive plant species.

- Caltrans Standard Specification 14-6.05 Invasive Species Control

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?***

The ESL contains wetlands and other waters that are considered Waters of the United States and Waters of the State. As indicated in Chapter 4 of the Natural Environment Study, the proposed project would result in placement of fill into Waters of the United States/Waters of the State. Therefore, Caltrans will comply with the CWA by obtaining a 404 Permit from the Sacramento District of USACE, with the Porter-Cologne Act by obtaining a 401 Permit from the Central Valley Regional Water Quality Control Board (CVRWQCB), and a 1602 Lake and Streambed Alteration Agreement (LSAA) from CDFW before discharging fill into, or excavating within, federally and state-regulated waters and wetlands.

The proposed project would temporarily affect 0.087 acre of aquatic resources of the United States/Waters of the State. All temporarily impacted areas would be restored to pre-existing conditions as described in the Standard Measures and Best Management Practices (Section 1.7). The proposed project is not anticipated to have any permanent impacts to aquatic resources. Final design during the permitting phase of the project will further determine which permits will be necessary to conduct the work. As part of the project, Caltrans would comply with all conditions detailed in these permits and/or certifications.

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?

The species list obtained from NMFS identifies essential fish habitat for Chinook salmon in both the Washington and Blue Canyon 7.5-minute USGS topographic quadrangles. There is no suitable habitat for Chinook salmon within the ESL or within the receiving waters downstream of the ESL. Chinook salmon does not occur upstream of the dams downstream of the ESL, which include the dams on the Bear River near Dutch Flat, Rollins Lake Reservoir, Lake Combie, and Camp Far West. Therefore, consultation for essential fish habitat with NMFS is not warranted. The proposed project would not interfere substantially with the movement of any native resident or migratory fish.

As currently proposed, the project would not result in any new or increased barriers to wildlife movement and all replaced culverts that measure under 24 inches in diameter would be replaced with those that measure at least 24 inches in diameter. Though this is a consideration designed to primarily meet hydraulic requirements, increased culvert diameters would also provide an ancillary benefit to connectivity.

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?

The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The proposed project is located in a rural area of Placer County and no local policies ordinances were identified within the project limits. Therefore, there would be 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?

The project is in an area of very low paleontological potential. The native soils are typically volcanic in nature and are too young to contain paleontological resources. Additionally, the proposed project work would occur within previously disturbed materials (constructed roadway), thus reducing the likelihood of finding intact or undisturbed specimens. Therefore, it is anticipated that unique paleontological resources or geologic features would not be destroyed.

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?				✓

"No Impact" and "Less Than Significant" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Historic Property Survey Report* (HPSR) dated July 2024 (Caltrans 2024b), *Archaeological Survey Report* (ASR) dated July 2024 (Caltrans 2024c), *Finding of Effect Document* dated July 2024 (Caltrans 2024d). Potential impacts to Cultural Resources (historic and archaeological) are not anticipated.

Regulatory Setting

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

The primary state laws and regulations governing cultural resources include:

- California Historical Resources–PRC § 5020 et seq.
- California Register of Historical Resources (CRHR)–PRC § 5024 et seq. (codified 14 CCR § 4850 et seq.)
    - PRC § 5024, Memorandum of Understanding (MOU): The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC § 5024 process.
- California Environmental Quality Act–PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)
- Native American Historic Resource Protection Act–PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends California Environmental Quality Act and the Native American Historic Resource Protection Act:
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment.
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places (HRHP) 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 will satisfy the requirements of PRC Section 5024.

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

Affected Environment

The Area of Potential Effect (APE) was established to encompass the existing and proposed right of way, and temporary construction easements (TCEs) along I-80.

One listed National Register of Historic Places property and one (assumed) eligible built environment property were identified within the APE. These included the Union Pacific Railroad (UPRR) and Steven's Trail. Steven's Trail is a public trail owned and maintained by the Bureau of Land Management. The trailhead of Steven's Trail is adjacent to the eastbound side of I-80 near PM 33.80. The trail is listed on the NRHP and in the California Register of Historical Resources (CRHR). The Long Ravine Railroad Trestle, part of the UPRR, is a built environment resource spanning perpendicularly across I-80 at PM 35.11. The UPRR and all its associated structures (e.g., railroad crossings, bridges, and trestles) are assumed eligible for the purpose of this undertaking only.

Avoidance, Minimization and Mitigation Measures

An Environmentally Sensitive Area (ESA) Action Plan will be implemented to protect historic resource a prehistoric site with mitten and lithics entirely. Based on the determinations made in the CEQA Environmental Checklist, no other mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

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

Less Than Significant Impact. Field work involved survey and site documentation. Within the project area, the encountered resources included a hydraulic mining site/complex, habitation site with trash scatter, and a prehistoric site with mitten and lithics. The hydraulic mining site/complex, and the habitation site with trash scatter would not be affected by the project due to the limited scope of work. The prehistoric site with mitten and lithics would be protected in its entirety through the use an Environmentally Sensitive Area (ESA) Action Plan.

The prehistoric site with mitten and lithics would be protected in its entirety through the use an Environmentally Sensitive Area (ESA) Action Plan.

Project work in the vicinity of Steven's Trail would include pavement work consisting of cold plane and overlaying. The project's effects on the Steven's Trail were assessed and it was determined that construction activities associated with the proposed project would not significantly affect Steven's Trail. Due to the recreational and historic site characteristics of Steven's Trail, a Section 4(f) analysis was completed. Caltrans determined there will be no use of the Steven's Trail property as there is no land acquisition from the BLM, no temporary occupancy of the Steven's Trail property, nor proximity impacts from the project work to Steven's Trail.

Project activities within the area encroaching the UPRR trestle include cold planing, overlaying, and the replacement of two culverts within the UPRR right of way. The project's effects on the UPRR property were assessed and it was determined that construction activities associated with the proposed project would not significantly affect the UPRR Long Ravine Railroad Trestle or any other associated feature. Due to the eligibility of the UPRR Long Ravine Trestle as a historic site, a Section 4(f) analysis was completed. Caltrans determined there would be no use of the UPRR trestle in the construction of the proposed project.

Caltrans has determined the project would not result in a significant effect to historic resources within the APE; therefore, the impact would be less than significant.

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

No Impact. The proposed project would not cause a substantial change in the significance of archaeological resources as an Environmentally Sensitive Area will be protect P-31-003663 in its entirety. Therefore, there would be no impact.

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

No Impact. Based on the cultural studies, no burial sites were identified in the ESL. The proposed project is not anticipated to disturb any human remains. If cultural remains are discovered during construction, the Standard Measures and Best Management Practices identified in Section 1.4–Cultural Resources (CR-1 and CR-2) would be implemented. Therefore, no impacts to human remains are anticipated.

2.6 Energy

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

"No Impact" and "Less Than Significant" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Air Quality and Noise Analysis Project Memorandum* dated February 29, 2024 (Caltrans 2024a).

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

Construction of the proposed project would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. As indicated above, energy use associated with proposed project construction is estimated to result in the total short-term consumption of 51,942 gallons from diesel-powered equipment and 18,995 gallons from gasoline-powered equipment (Caltrans 2024a). This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related

energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy. 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

Standard Measures and Best Management Practices (Section 1.7) will be implemented to minimize potential effects on energy efficiency by construction in or near the proposed project ESL. While construction would result in a short-term increase in energy use, construction design features would help conserve energy.

- Use recycled and energy-efficient building materials, energy-efficient tools and construction equipment, and renewable energy sources in construction and operation of the project.

- Improve operations and maintenance practices by regularly checking and maintaining equipment to ensure its functioning efficiently.

- Optimize start-up time, power-down time, and equipment sequencing.

- Educate employees about how their behaviors affect energy use.

- Ensure that team members are trained in the importance of energy management and basic energy-saving practices. Hold staff meetings on energy use, costs, objectives, and employee responsibilities.

Discussion of CEQA Environmental Checklist Question 2.6—Energy

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

Less Than Significant Impact. The proposed project would not increase vehicle capacity or provide congestion relief when compared to the No-Build Alternative. As such, it is unlikely to increase direct energy consumption from mobile sources.

Construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. While construction would result in a short-term increase in energy use, energy-saving measures and construction design features would help conserve energy (Caltrans 2024a).

The proposed project does not include maintenance activities which would result in long-term indirect energy consumption by equipment required to operate and maintain in the roadway. As the purpose of the proposed project is to improve the condition of the roadway, as such it is unlikely to increase indirect energy consumption though increased fuel usage.

Therefore, the proposed project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and the impact to the environment would be less than significant.

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

Less Than Significant Impact. The Placer County Sustainability Plan identifies goals and policies that promote cleaner energy and fuel use. Goals of the Sustainability Plan include incorporating advanced energy-efficiency designs, renewable energy systems, and energy storage in new construction projects. Another goal of the Sustainability Plan is to upgrade streetlights and traffic signals to advanced energy efficient bulbs (County of Placer Community Development Resource Agency 2024b). As required per Caltrans standards, the proposed project would upgrade lighting with LED light fixtures that are more energy efficient than standard light fixtures. While energy consumption will occur because of the proposed project, the project work aligns with the Placer County Sustainability Plan. Therefore, there would be no conflict or obstruction to state or local plans for renewable energy or energy efficiency as a result of the proposed project.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?				✓
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?				✓
Would the project: c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
Would the project: d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as data obtained by the California Department of Conservation (California Department of Conservation 2024).

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

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California (California Geological Survey 2024). According to the Alquist-Priolo Earthquake Fault Zone maps, the proposed project is not near an Alquist-Priolo earthquake fault. The closest Alquist-Priolo fault is over 10 miles from the proposed project area.

Within the proposed project limits, there are several well-located, pre-quaternary and late quaternary faults that run through or near the proposed project area (California Geological Survey 2024). However, as there are no known faults of Holocene or younger age within 1,000 feet of the proposed project area, the potential for surface fault rupture within the project limits is absent. Therefore, there would be no impact due to a known surface rupture within the proposed project limits.

ii) Strong seismic ground shaking?

No Impact. The proposed project limits and surrounding area are within an area of low potential seismic shaking potential (California Department of Conservation 2016). The proposed project would not cause potential adverse effects, including the risk of loss, injury, or death, due to strong seismic ground shaking as the project is not in a known earthquake fault zone; therefore, there would be no impact.

iii) Seismic-related ground failure, including liquefaction?

No Impact. As the proposed project is not in a liquefication zone (California Department of Conservation 2024), the proposed project would not cause potential adverse effects, including the risk of loss, injury, or death due to seismic-related ground failure. Therefore, there would be no impact.

iv) Landslides?

No Impact. The proposed project would not cause substantial adverse effects, including the risk of loss, injury, or death due to landslides because the proposed project area is not within a landslide zone (California Department of Conservation 2024). Therefore, there would be no impact.

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

No Impact. This project proposes to rehabilitate or replace existing drainage facilities and restore the surface of the roadway. The proposed project would not result in substantial soil erosion or the loss of topsoil. The project activities would primarily be performed within the existing road prism, minimizing the potential for substantial soil erosion or the loss of topsoil. In addition, implementation of erosion control measures during construction would minimize any potential soil erosion or loss of topsoil. Therefore, there would be no impact.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. As the proposed project work would occur within previously disturbed materials (constructed roadway), potential impacts resulting in on- or off-site landslides, lateral spreading, subsidence, liquification or collapse are not anticipated as a result of the proposed project work. Therefore, there would be no impact.

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

No Impact. The proposed project is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; therefore, there would be no impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed project would not construct septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

Discussion of CEQA Environmental Checklist Question 2.9f)—Paleontological Resources

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

No Impact. The project is in an area of very low paleontological potential. The native soils are typically volcanic in nature and are too young to contain paleontological resources. Potential impacts to paleontological resources are not anticipated as the proposed project work would occur within previously disturbed materials (constructed roadway), thus reducing the likelihood of finding intact or undisturbed specimens. Given the existing footprint of the drainage facilities, it is anticipated unique paleontological resources or geologic features would not be destroyed.

2.8 Greenhouse Gas Emissions

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

Climate Change

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

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

The impacts of climate change are already being observed in the form of sea level rise, drought, 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

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 making a decision 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 (December 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 standards for on-road motor vehicles sold in the United States. The U.S. Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also 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. Department of Transportation 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 (CARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases" (CARB 2008). 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.

Affected Environment

The proposed project is in a rural area of Placer County, with primarily a natural resources based agricultural and tourism economy. The proposed project area is located on a segment of Interstate 80 between Colfax and Alta. I-80 is the main transportation route to and from the Tahoe region for both passenger and commercial vehicles. Traffic within the project limits experiences substantial delays caused by the slowdown of heavy truck traffic along the sustained steep grades of this segment of I-80. The peak Average Daily Traffic (ADT) from the base year, 2019, is 4,500. The projected peak ADT for the proposed project completion year of 2026 is 4,860.

The Sacramento Area Council of Governments (SACOG) guides transportation development in the project area, in coordination with the Placer County Transportation Planning Agency (PCTPA). The Placer County General Plan Circulation, Safety, and Traffic Elements address GHGs in the project area. Additionally, the proposed project is listed in the 2023-2026 Metropolitan Transportation Improvement Program (MTIP).

GHG INVENTORIES

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the CARB does so for the state 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 CO_2, 11.5% were CH_4, and 6.2% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2021, CO_2 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).

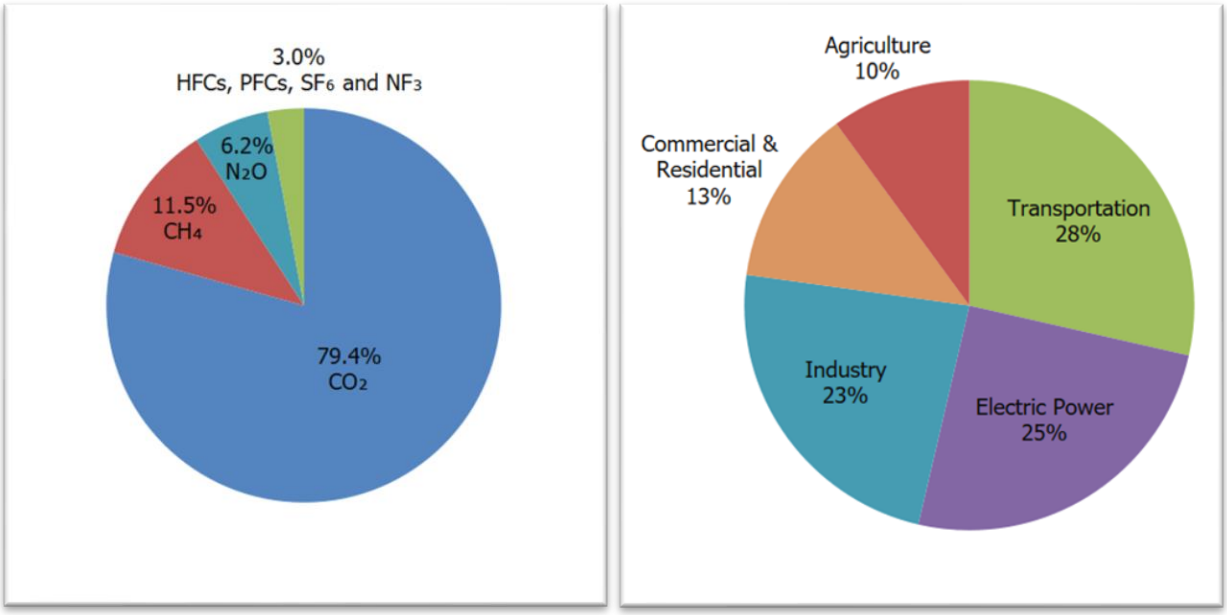

Figure 3. U.S. 2021 Greenhouse Gas Emissions (Source: U.S. EPA 2023b)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial and residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2020 despite growth in population and state economic output (Figures 4 and 5) (CARB 2022a).

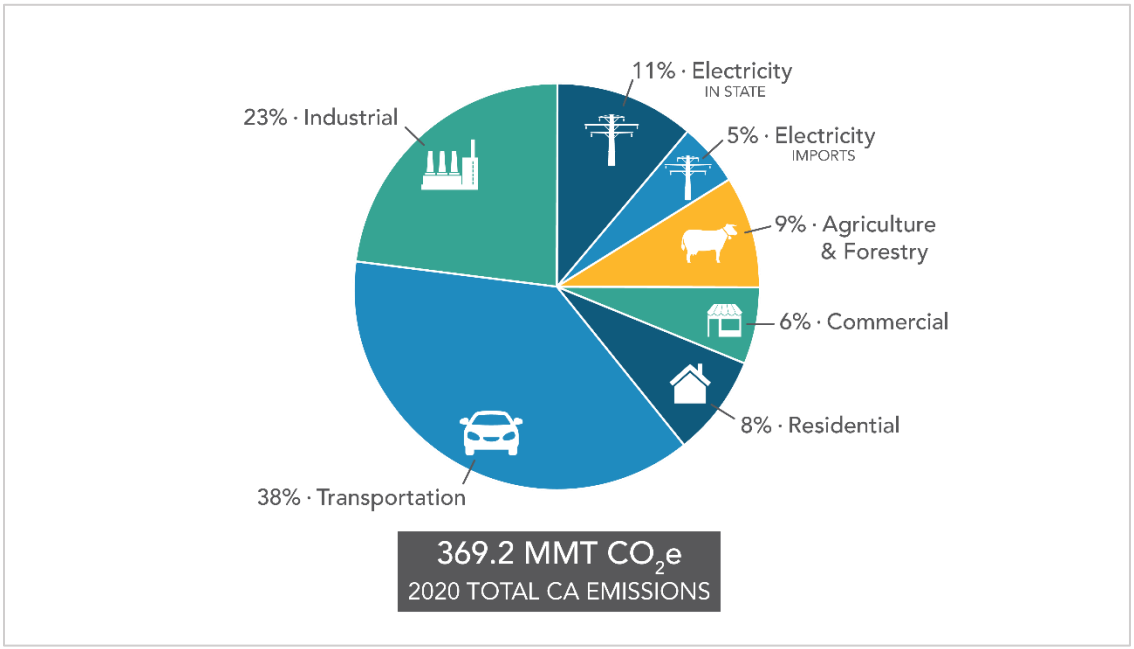

Figure 4. California 2020 Greenhouse Gas Emissions by Scoping Plan Category
(Source: CARB 2022a)

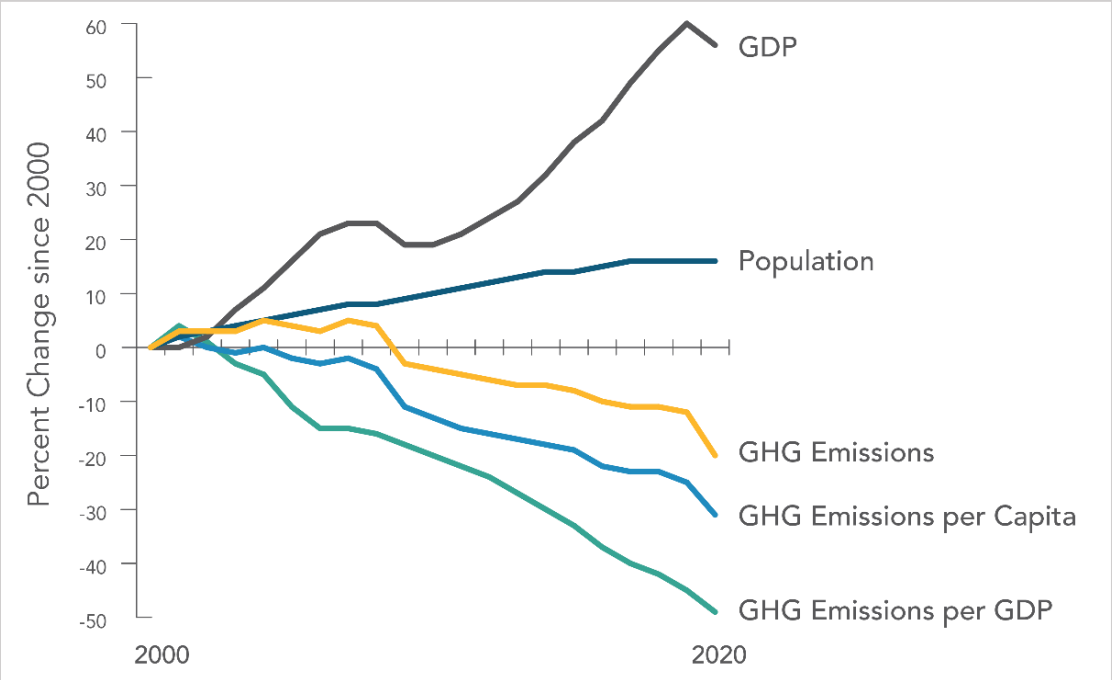

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000
(Source: CARB 2022a)

AB 32 required the CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan, and the subsequent updates, contain the main strategies California will use to reduce GHG emissions. The CARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan,* adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *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 (CARB 2022b).

REGIONAL PLANS

As required by The Sustainable Communities and Climate Protection Act of 2008, the CARB sets regional GHG reduction targets for California's 18 Metropolitan Planning Organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Table 4).

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 the Sacramento Area Council of Governments (SACOG). The regional reduction target for SACOG is 19 percent by 2035 (CARB 2021).

Table 4. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento, Yolo, Yuba, Sutter, Placer, and El Dorado counties (adopted November 2019)	• Transit oriented development. • Include complete streets. • Innovative Transportation Demand Management (TDM) programs. • Build and maintain a safe, resilient, and Multimodal transportation system. • Implement pilot projects aimed at micro transit and micro mobility.
The Placer County 2040 Regional Transportation Plan	• Prioritize and recommend transportation projects that provide cost effective movement of people and goods while minimizing vehicle emissions. • Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system. • Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions. • Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.

Title	GHG Reduction Policies or Strategies
	• Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs, and projects. • Encourage and coordinate with local jurisdictions to plan for and implement a resilient transportation network that meets state and federal requirements for climate change. • Encourage jurisdictions to design neighborhoods and communities to reduce vehicle miles traveled (VMT) and enable shorter length trips to be made using alternative modes.
Placer County Air Pollution Control District (PCAPCD) Planning & Monitoring Sustainability	• Improve the air quality in the Placer County Region by obtaining Ambient Air Quality Standards for public health. • Reduce greenhouse gas (GHG) emissions by monitoring facilities and verifying compliance to meet AB 32 goals. • Reduce particulate matter and improve outdoor air quality from wood burning appliances. • Reduce criteria air pollutants from mobile sources and other nonregulated sources.
City of Colfax General Plan 2020	• Protect and improve the air quality of the City of Colfax. • Prevent and mitigate, when possible, all human induced degradation of air quality within the jurisdiction of the City of Colfax. • The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management. • The City shall impose mitigation measures to minimize stationary source and indirect source emissions. • The City shall support the PCAPCD in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds and rules to more adequately address the air quality impacts of new development. • The City shall encourage development to be located and designed to minimize direct and indirect air pollutants, • The City shall submit development proposals to the PCAPCD for review and comment in compliance with CEQA prior to

Title	GHG Reduction Policies or Strategies
	consideration by the appropriate decision-making body. • In reviewing project applications, the City shall consider alternatives or mitigation measures to reduce emissions of air pollutants. • The City shall require new development projects that exceed APCD significance thresholds to submit an air quality analysis for review approval. Based on the analysis. • the City shall require appropriate mitigation measures consistent with the PCAPCD's 1991 Air Quality Attainment Plan (or updated edition).

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 CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

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

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

Operational Emissions

The purpose of this project is to improve the condition of the roadway. The proposed project would not increase vehicle capacity of the roadway and would not change travel demands or traffic patterns when compared to the no-build alternative. Therefore, an increase in operational GHG is not anticipated. This type of project generally causes minimal or no increase in operational GHG emissions. The proposed project would not increase the number of travel lanes on Interstate 80, thus 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 will 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 GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes including the Placer County Air Pollution Control District regulations and ordinances. Certain common

regulations (such as equipment idling restrictions) that reduce construction vehicle emissions also help reduce GHG emissions.

Construction is expected to begin in 2025 and last approximately 120 working days. 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.

The CAL-CET2021 v1.0.2 was used to estimate average carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), Black Carbon (BC), and hydrofluorocarbon-134a (HFC-134a) emissions from construction activities. Table 5 below summarizes estimated GHG emissions generated by on-site equipment for the project. The total CO_2e produced during construction is estimated to be 840 US tons.

Table 5. Estimates (US tons) of GHG Emissions during Construction

Construction Year	CO_2	CH_4	N_2O	BC	HFC-134a	CO_2e
2025	552	0.013	0.030	0.027	0.017	598
2026	220	0.004	0.014	0.007	0.010	242
Total	**772**	**0.017**	**0.044**	**0.034**	**0.027**	**840**

CEQA Conclusion

The proposed project would result in the increase of GHG emissions during construction; however, it is anticipated the project would not result in any increase in operational GHG emissions. The purpose of this project is to improve the condition of the roadway and drainage systems. The project would not increase vehicle capacity and would not change travel demands or traffic patterns when compared to the No-Build Alternative. Therefore, an increase in operational GHG is not anticipated.

The project would not increase vehicle capacity and would not change travel demands or traffic patterns when compared to the No-Build Alternative. Therefore, an increase in operational GHG emissions is not anticipated. The proposed project is anticipated to generate greenhouse gas emissions that have less than significant impact to the environment. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. With the implementation of construction GHG measures, the impact would be less than significant.

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

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to 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 (CARB 2022c).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The California Governor's Office of Planning and Research (OPR) identified five sustainability pillars in a 2015 report:

1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030
2) Reducing petroleum use by up to 50 percent by 2030
3) Increasing the energy efficiency of existing buildings by 50 percent by 2030
4) Reducing emissions of short-lived climate pollutants; and
5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits.

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 vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Governor's OPR 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove

carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency 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 CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016) set an interim target to cut GHG emissions to 40% below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan For Transportation Infrastructure

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

California Transportation Plan

The *California Transportation Plan* (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG

emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021b).

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 2021c).

Caltrans Policy Directives And Other Initiatives

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 2020a) 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 Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to reduce greenhouse gas 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 Placer County Air Control District regulations and local ordinances.
- Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

- California Standard Specifications 7-1.02C “Emissions Reduction” ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.
- Use of 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.
- A Revegetation Plan would be prepared which would include a plant palette, establishment period, watering regimen, monitoring requirements, and invasive species control measures. Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).
- All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require 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 (U.S. DOT) 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 (NOAA) 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. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (State of California 2018) provides information to help decision makers across sectors and at state, regional, and local levels 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 2023c).

Project Adaptation Analysis Efforts

The adaptation analysis is intended to demonstrate how the project will be adapted to be resilient to climate change effects. Future changes in precipitation, flooding, and wildfires were considered in the planning and design decisions for the proposed project. The project proposes to rehabilitate existing drainage systems. The drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists in support of current design standards. The upgraded culverts would better facilitate runoff during precipitation events, thus adapting the drainage systems of the roadway to increase resiliency against flooding with changing precipitation. Specific design materials were selected for the proposed project with adaptation to future climate change in mind. Fair and poor condition culverts would be replaced by reinforced concrete pipe (RCP) rather than Corrugated Steel Pipes (CSP) to better withstand fires and weathering. The new Midwest Guardrail System (MGS) installed in the proposed project will utilize steel posts as they are more resilient to wildfire compared to the wood post counterpart.

The proposed project would not exacerbate the effects of climate change related to CEQA topics such as sea level rise, riverine flooding, hazards, and wildfire. Climate-change risk analysis involves uncertainties as to the timing and intensity of potential risks, although the analysis uses the best available science.

Sea Level Rise

The proposed project is outside the Coastal Zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected (Figure 6).

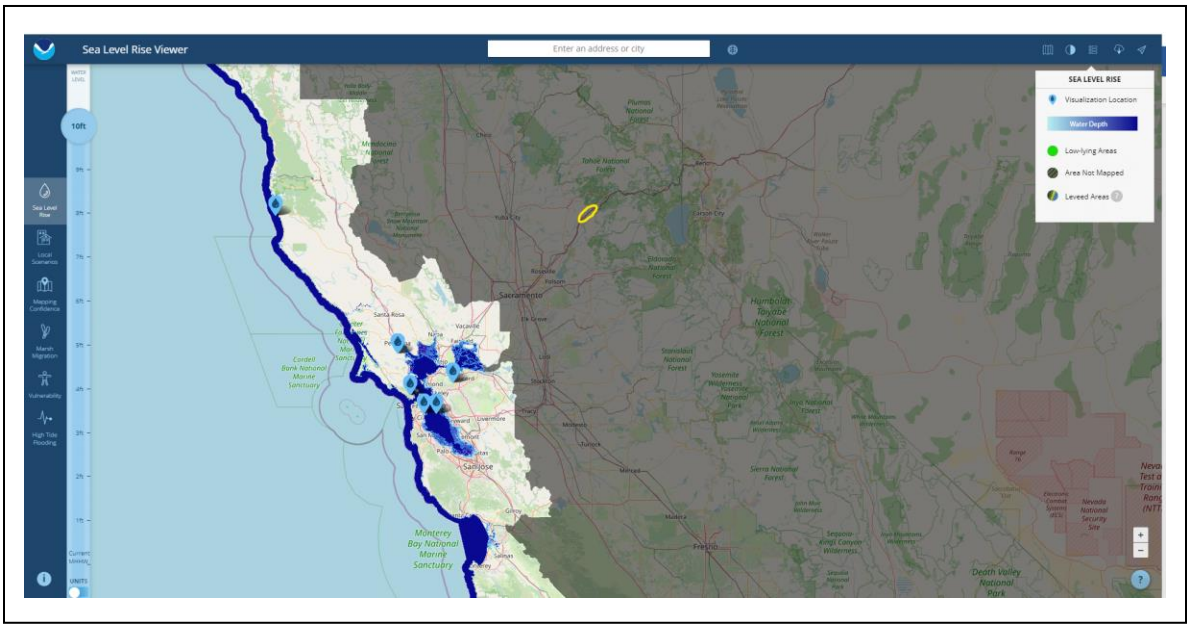

Figure 6. Sea Level Rise within Project Study Area from NOAA Sea Level Rise Viewer

Source: (National Oceanic and Atmospheric Administration (NOAA) 2024)

Precipitation and Flooding

To demonstrate the climate stressors, using the relative geospatial data to gauge the district's vulnerability, the *Caltrans Climate Change Vulnerability Assessment for District 3* mapped the potential climate impacts to the district's portion of the State Highway System (SHS). To determine the impacts of the proposed project area on I-80 and the surrounding areas due to precipitation and flooding, the 100-year flood event was assessed to project how 100-year flood rainfall is to change as a result of climate change. The 100-year flood event is commonly used in the sizing and design of culverts and drainage systems. In most cases, it is assumed that the 100-year flood is caused by a 100-year precipitation event. For the proposed project area, the 100-year rainfall precipitation depth is projected to increase by as much as 5.0–9.9% through 2055 and 10–14.9% through 2085, as seen below in Figures 7 and 8, respectively.

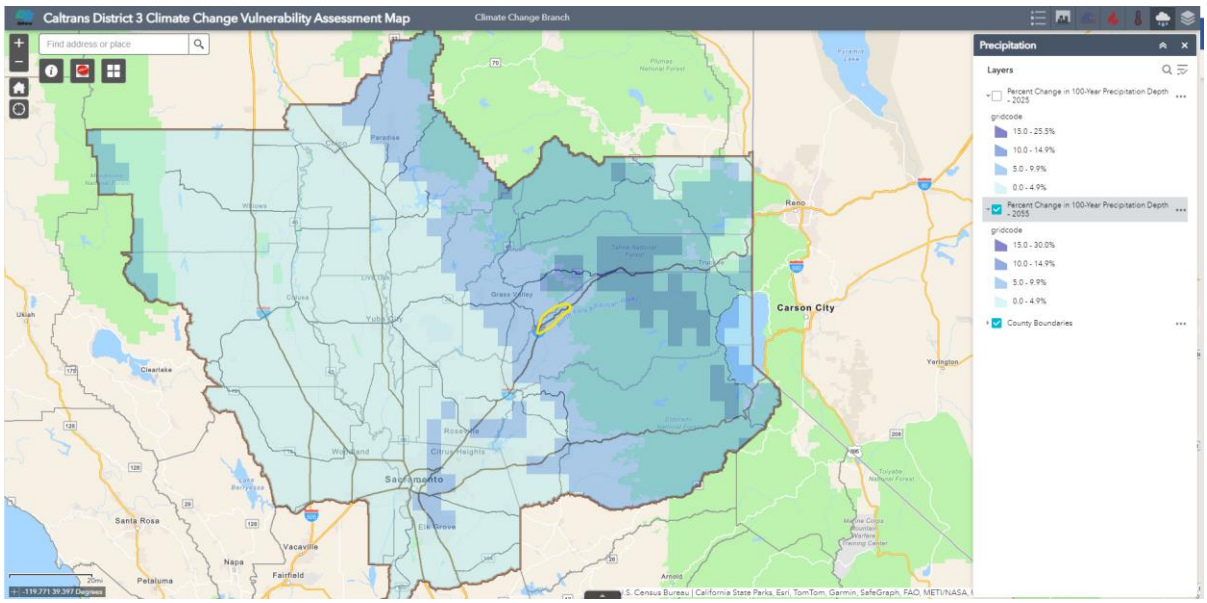

Figure 7. Caltrans District 3 Climate Change Vulnerability Assessment Map of Precipitation Change in 100-year Precipitation Depth-2055.

Source: (Caltrans 2022)

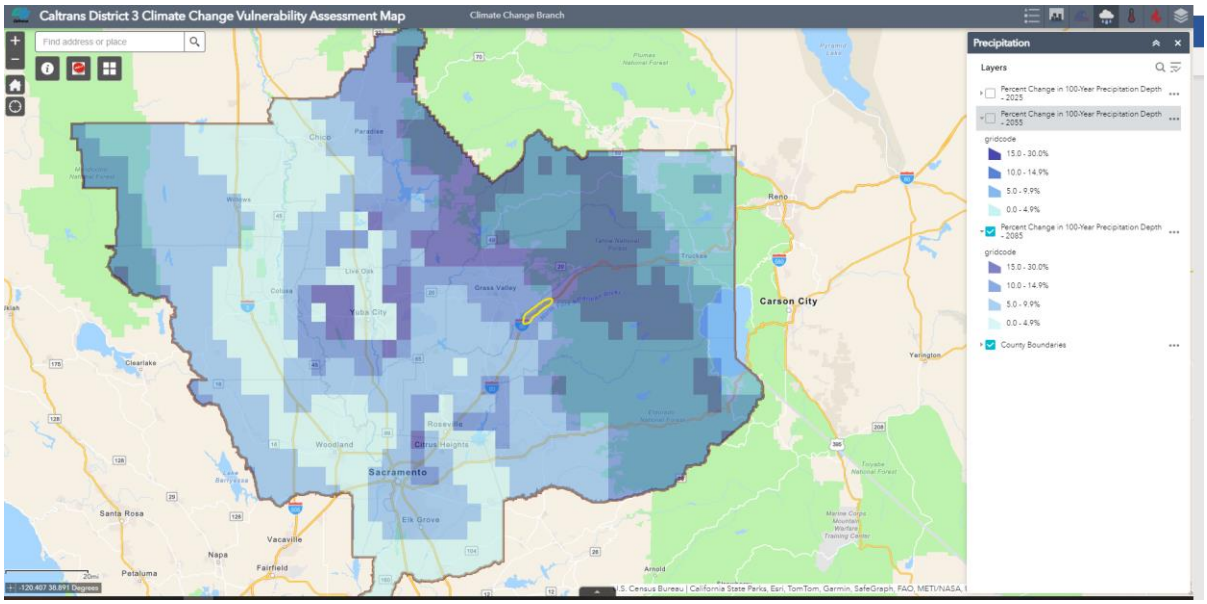

Figure 8. Caltrans District 3 Climate Change Vulnerability Assessment Map of Precipitation Change in 100-year Precipitation Depth-2085.

Source: (Caltrans 2022)

No flood plain impacts are expected as the proposed project area falls outside a designated floodplain. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Placer County, California, and Incorporated Areas indicates all portions of the proposed project are in FEMA Zone X floodplains, denoting "Area of Minimal Flood Hazard." FEMA uses unshaded Zone X to characterize areas determined to be outside of the 0.2–percent annual chance flood (500-year flood) (Caltrans 2023d).

The project proposes to rehabilitate multiple "fair and poor condition" culverts. It is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists to meet current design standards. The proposed project would improve drainage systems to reduce the risk of localized flooding and protect the integrity of the roadbed during precipitation events.

Wildfire

The proposed project is located in a State Responsibility Area (SRA) in Placer County. Within the SRA, the proposed project is located within a *very high* CAL FIRE Fire Hazard Severity Zone, as shown below in Figure 9.

Caltrans Standard Specifications mandate fire prevention procedures, including a Fire Prevention Plan, to avoid accidental fire starts during construction.

The Caltrans Climate Change Vulnerability Assessment for District 3 identified the proposed project site within an area with *Moderate to High* Wildfire Exposure (Caltrans 2021a). The projections are based on the Representative Concentration Pathways (RCP) 8.5 Emissions Scenario. By 2099, the project area is projected to remain in an area of *Moderate to High* Wildfire Exposure (Caltrans 2021a).

Changes in precipitation due to climate change are projected to result in more frequent drought periods and storm events, producing heavier rainfall and leading to an increase in fuels in already fire prone locations.

Replacing culverts that have exceeded their design life is expected to reduce the risk of slope instability for situations where wildfires leave areas with steep slopes exposed. The proposed project work would include managing vegetation control to current standards, thus reducing fuels for wildfires.

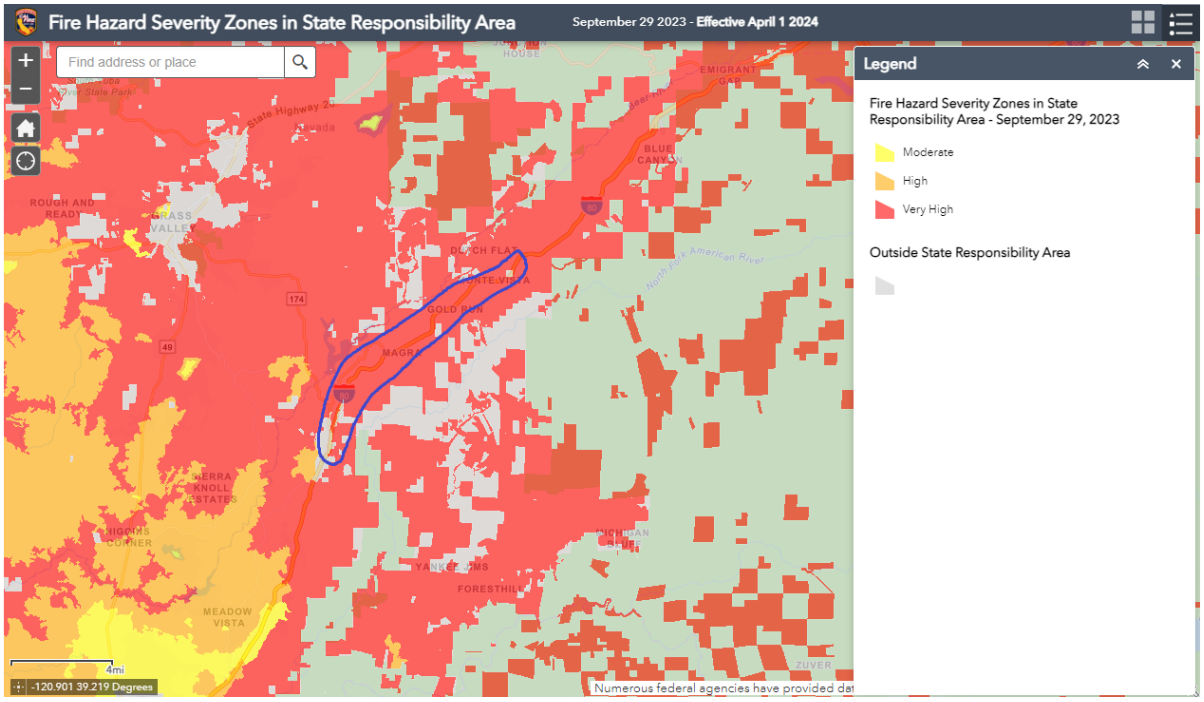

Figure 9. CAL FIRE Fire Map of the Project Area in Fire Hazard Severity Zones in State Responsibility Area.

Source: (CAL FIRE 2024)

Specific design materials were selected for the proposed project with adaptation to future climate change in mind. The installation of new Midwest Guardrail System (MGS) would utilize steel posts as they are more resilient to wildfire compared to the wood post counterpart. Fair and poor condition culverts would be replaced by Reinforced Concrete Pipe (RCP) rather than Corrugated Steel Pipe (CSP) to better withstand fires and weathering.

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 (Caltrans 2021a–Caltrans Climate Change Vulnerability Assessment–District 3).

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
Would the project: b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
Would the project: d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Initial Site Assessment* dated November 7, 2022 (Caltrans 2022).

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 also 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

The project is located on I-80 in Placer County and proposes to rehabilitate drainage systems, restore and extend the life of the roadway pavement, upgrade/replace/rehabilitate Transportation Management System (TMS) elements, and replace guardrails. Proposed project work would be on existing structures which may contain low levels of aerially deposited lead, thermoplastic paint containing lead, and treated wood waste. A geologic evaluation regarding Naturally Occurring Asbestos (NOA) was conducted within the project limits (Caltrans 2022). This evaluation included a review of geologic maps and reports including data prepared by the California Geological Survey (CGS) and the United States Geological Survey (USGS), previous studies conducted by Caltrans and their consultants, and a field inspection of the geology in the project area. The proposed project is not located within or impacting any sites on the California State Water Resources Control Board Cortese List (Caltrans 2022).

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?

Less Than Significant Impact. Minor hazardous waste issues that could potentially occur at the project site include aerially deposited lead (ADL), thermoplastic paint, and treated wood waste. Low levels of aerially deposited lead from the historic use of leaded gasoline exists along roadways throughout California (Caltrans 2022). Prior to construction, a site investigation would be conducted to determine if hazardous soils exist and what actions, if any, will need to occur during construction. Through the implementation of Caltrans Standards Measures and Best Management Practices (Section 1.7) and Caltrans Standard Specifications, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

No Impact. Implementation of Caltrans Standard Specifications for the removal and handling of known hazardous materials (such as treated wood waste, ADL, and yellow traffic striping) would minimize the chances of an accidental release of hazardous materials into the environment. Therefore, the proposed project would have no impact to the release of hazardous materials to the public or 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 Impact. Colfax Elementary school, Colfax High school, and Alta Dutch Flat Elementary school are within two miles of the project on I-80. Given the temporary and short-term nature of construction, relatively small quantity of hazardous materials to be used, and distance to the nearest school, impacts on existing or proposed schools from potential hazardous substance emissions would be less than significant.

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

No Impact. The proposed project is not located on a site that is listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5. and there are no Cortese sites within the project area (Caltrans 2022). Therefore, there would be no impact.

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

No Impact. The proposed project would not expose people to additional airport-related hazards, as there are no airports within two miles of the project area. Therefore, the proposed project would have no impact related to airport hazards.

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

No Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan as emergency vehicles would be accommodated through any temporary ramp or lane closures. Therefore, there would be no impact to emergency response or evacuation plans.

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 would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Standard construction specifications for equipment idling and fuel storage during construction are intended to minimize the risk associated with their use. If a wildland fire affected the area, work would stop, and evacuation routes would be accessible. Therefore, there would be 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
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;			✓	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			✓	
(iv) impede or redirect flood flows?				✓

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?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Water Quality Assessment* dated May 25, 2023 (Caltrans 2023d), as well as the *Preliminary Drainage Report* dated March 30, 2023 (Caltrans 2023b). Potential impacts to Hydrology and Water Quality are not anticipated.

Regulatory Setting

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

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

Affected Environment

A Water Quality Assessment (WQA) was completed on May 25, 2023, and a Preliminary Drainage Report completed, March 30, 2023. Both the WQA and the Preliminary Drainage Report were used to inform the analysis of the effects of the proposed project on hydrology and water quality.

I-80 travels into the Sierra Nevada Mountain Range as it heads east. The proposed project limits span from 2,500 feet to 3,500 feet. Within the project limits, I-80 falls within the American River Hydrologic Unit between Post Miles 33.1 and 35.1, 38.3 and 39.8, and 41.1 and 44.9.

I-80 falls within the Bear River Hydrologic Unit from Post Miles 35.1 to 38.3 and 39.8 to 41.1 (Caltrans 2023b and d). For most of the highway segment within the project limits, discharges are kept within the existing Caltrans right of way by dikes or the hills bordering the highway (Caltrans 2023b and d). Stormwater travels parallel to the highway until it hits a drainage inlet, where culverts discharge flow into the natural drainage patterns of the surrounding landscape.

Environmental Consequences

The Caltrans Water Quality Planning Tool shows I-80 in Placer County to be in a high-risk receiving watershed from PMs 33.3 to 39.8 and 41.0 to 41.1. Bear River provides beneficial uses downstream, such as hydropower and feeding the water supply for the valley/foothill region.

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?

Less Than Significant Impact. The proposed project would be required to follow the conditions of Caltrans' Statewide NPDES Permit (Stormwater Permit) issued by the State Water Resources Control Board. This statewide permit defines waste discharge requirements for stormwater and non-stormwater discharges from Caltrans' properties and facilities, and discharges associated with operation and maintenance of the State Highway System. The discharge of stormwater runoff from construction sites has the potential to affect water quality standards, water quality objectives and beneficial uses. Potential pollutants and sources include sediment; non-stormwater (groundwater, waters from cofferdams, dewatering, water diversions) discharges; vehicle and equipment cleaning agents, fueling, and maintenance; waste materials and materials handling, and storage activities. As the proposed project work would increase impervious area by less than one acre, implementation of permanent treatment BMPs would not be required. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. The proposed project work would include upsizing any existing culverts that are less than 24 inches to 24 inches. The total footprint area of the culverts would increase slightly, thus leading to a decrease in impervious surfaces. However, the purpose of the proposed drainage work is to address existing fair and poor condition culverts to increase the flow of water away from the roadbed to recharge the groundwater. Therefore, the impacts to groundwater supplies and groundwater recharge, such that the project may impede sustainable groundwater management of the basin, are less than significant.

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 Impact. The project proposes to address poor/fair condition culverts to protect the integrity of the roadbed of I-80 through re-lining the inside of the culvert or the removal and replacement with a new pipe. Multiple culverts will be upsized to the standard 24 inch reenforced concrete pipe to perpetuate the flow of water away from I-80. The proposed project would not substantially alter the existing drainage pattern that would result in substantial erosion or siltation. Construction operations for the proposed project would include implementation of sediment and erosion control measures to protect receiving waters to the maximum extent practicable (Caltrans 2023d). Therefore, the impacts to substantial on- or off-site erosion and siltation are expected to be less than significant.

(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 Impact. As the project proposes to rehabilitate existing drainage systems, it would not increase the rate or amount of surface runoff. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists in support of current design standards and the proposed design features for the project. Treatment BMPs will be implemented, when and where applicable, to minimize potential impacts due to new impervious areas. Therefore, less than significant impacts are anticipated.

(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 Impact. The project proposes to address poor/fair condition culverts to protect the integrity of the roadbed of I-80 by relining the inside of the culvert or the removal and replacement with a new pipe. Multiple culverts will be upsized from 18 inches to the standard 24 inch reinforced concrete pipe to perpetuate the flow of water away from I-80. It is anticipated that rehabilitation of the existing drainage systems would perpetuate existing flow patterns and similar volumetric flow rates. Appropriate and applicable temporary and permanent design BMPs will be implemented to address potential impacts resulting from construction operations and new design features constructed within the project corridor. Therefore, impacts to runoff capacity and additional sources of polluted runoff are anticipated to be less than significant.

(iv) impede or redirect flood flows?

No Impact. As the project proposes to rehabilitate existing drainage systems, it would not substantially alter the existing drainage pattern of the area. Any potential temporary impacts due to construction would be minimized with implementation of Standard Measures and Best Management Practices (Section 1.7), as well as adherence to regulatory and Caltrans requirements. Therefore, there would be no impact.

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

No Impact. The proposed project limits are not in an area at risk of seiches or tsunamis. As depicted on the Flood Insurance Rate Map (FIRM) panels for Placer County, California, and Incorporated Areas, within the project limits there are no areas designated by the Federal Emergency Management Agency (FEMA) as a Special Flood Hazard Area (SFHA). The entire project limits are located within areas designated by FEMA as Other Areas of Flood Hazard Zone X (unshaded). FEMA uses unshaded Zone X to characterize areas determined to be outside of the 0.2-percent annual chance flood (500-year flood) (Caltrans 2023b and d). The proposed project would not store pollutants and would not be constructed with hazardous materials that would threaten the public if disturbed by a flood event. Therefore, it is anticipated there would be no impact to the environment due to the release of pollutants due to project inundation.

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 falls under the jurisdiction of the Central Valley Regional Water Quality Control Board (Caltrans 2023d). The proposed project is expected to be in compliance with all applicable NPDES regulatory permits, including the Regional Basin Plan. Additionally, the implementation of Caltrans Standard Measures and BMPs are anticipated to protect water quality resources within the project limits and associated Cal Water watershed(s). Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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 Placer County Zoning Data accessed January 16, 2024 (County of Placer Community Development Resource Agency 2024a). Potential impacts to Land Use and Planning are not anticipated.

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

a) Would the project physically divide an established community?

No Impact. The purpose of this project is to improve safety and reliability for the traveling public and freight mobility throughout this area. The project is in a rural mountainous area of Placer County on I-80. As the project would not physically divide an established community, there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect because the project will comply with the goals of the Placer County General Plan and the Placer County Transportation Plan; therefore, there would be no impact.

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 Mineral Resource maps from the California Department of Conservation accessed January 24, 2024 (California Department of Conservation 2024).

Discussion of CEQA Environmental Checklist Question 2.12—Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. There are no known economically viable mineral resources within the project limits that would be affected by the proposed project. Mineral resource extraction is not proposed with this project. Therefore, there would be no impact to mineral resources.

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

No Impact. Potential impacts to mineral resources are not anticipated, and no mineral resources were identified within the project limits or would be affected by the proposed project. Therefore, there would be no impact to mineral resources.

2.13 Noise

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in: a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
Would the project result in: b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
Would the project result in: c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Air Quality and Noise Analysis Memorandum* dated February 29, 2024 (Caltrans 2024a). Potential impacts to Noise are not anticipated as traffic volumes, composition and speeds would remain the same in the build and No-Build condition.

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

Affected Environment

This project is located in rural Placer County. The project area is surrounded by vast timberland as well as a mix of industrial, commercial, and residential land uses. Numerous residential and commercial properties are located within 500 feet of the project limits. 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?

Less Than Significant Impact. 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 23 CFR 772 (Caltrans 2024a). During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise generated by construction activities would be a function of the noise levels generated by individual pieces of construction equipment, type and amount of equipment operating at any given time, timing and duration of the construction activities, and the proximity of the nearby sensitive receptors (such as residential homes, schools, etc.) (Caltrans 2024a). Therefore, traffic noise impacts would be less than significant.

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

Less Than Significant Impact. Based on the *Air Quality and Noise Analysis Memorandum* completed February 29, 2024, the proposed project is not expected to generate excessive groundborne vibration or groundborne noise. Vibration levels could be perceptible and cause disturbances at residences near the project area during the operation of heavy equipment, such as vibratory rollers. However, these effects would be short-term and intermittent and would cease once construction is completed. Therefore, the impact would be less than significant.

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

No Impact. As the project is not located within the vicinity of a private, public, or public use airport, there would be no impact from airport noise.

2.14 Population and Housing

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
Would the project: b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Population and Housing are not anticipated as there are no new proposed homes, businesses, or infrastructure that would induce substantial unplanned population growth. Construction would not cause displacement as construction would remain within the right of way limits.

Discussion of CEQA Environmental Checklist Question 2.14—Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project would not add new homes or businesses and would not extend any roads or other infrastructure. The proposed project would not increase capacity or access significantly; therefore, the proposed project would not directly or indirectly induce population growth.

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

No Impact. The proposed project area does not include residences, so replacement housing would not be necessary. Therefore, there would be no impact relative to the displacement of housing or people.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	

"Less Than Significant" determinations in this section are based on the scope, description, and location of the proposed project, as well as the GIS Zoning Data from Placer County accessed January 2024 (County of Placer Community Development Resource Agency 2024).

Regulatory Setting

The primary law governing public services is CEQA.

Affected Environment

The proposed project is in Placer County on a segment of I-80 between the towns of Colfax and Alta. The surrounding area is rural forest with sporadic residential use and business use.

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 2.15—Public Services

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

Fire Protection?

Less than Significant Impact. Caltrans is aware that with any roadway construction project, project-related activities could potentially temporarily interfere with safe access during construction. To maintain fire emergency access through construction, Caltrans would coordinate any road closures with emergency service providers so that response times would not be substantially affected. Therefore, impacts would be less than significant.

Police Protection?

Less than Significant Impact. During project construction, Caltrans will coordinate any road closures with emergency service providers so that response times would not be affected. Therefore, the proposed project would have a less than significant impact on police protection services.

Schools?

Less than Significant Impact. The nearest schools to the proposed project are the Alta Dutch Flat Elementary, Colfax Elementary, and Colfax High School. Increased demand for public school services is typically associated with increases in the local population or demand for housing. The proposed project would not directly or indirectly result in an increase in population that would require increased public services. Therefore, impacts would be less than significant.

Parks?

Less than Significant Impact. The Steven's Trail is a public trail owned and maintained by the Bureau of Land Management. The parking lot and trailhead are adjacent to the project area. Access to the trail parking lot would not be affected by the proposed project as the access road to the trail would not be used for the construction of the purposed project. Due to the recreational and historic characteristics of the Steven's Trail, a Section 4(f) analysis was completed which concluded there would be no use of the Steven's Trail property as there is no land acquisition from the BLM, no temporary occupancy of the Steven's Trail property, nor proximity impacts from the project work to the Steven's Trail. The proposed project would not result in adverse physical impacts or cause significant environmental impacts to neighborhood parks, regional parks, or other recreational facilities. Therefore, impacts would be less than significant.

Other Public Facilities?

Less than Significant Impact. The proposed project would not result in substantial adverse impacts related to other types of public facilities (e.g., public libraries, hospitals, or other civic uses) as the proposed project would not result in an increase of local population or housing. The proposed project would reduce traffic delays and improve mobility along this segment of I-80. Therefore, impacts would be less than significant.

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. Potential impacts to Recreational facilities are not anticipated.

Discussion of CEQA Environmental Checklist Question 2.16—Recreation

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

No Impact. As the proposed project is not developing new structures that would increase the population of the area, the proposed project would not increase the use of existing neighborhood parks, regional parks, or other recreational facilities. Notably, there are no neighborhood parks, regional parks or other recreational facilities present within the proposed project limits. Therefore, there would be no impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. A publicly owned recreational trail, Steven's Trail, located adjacent to the proposed project area is classified as a Section 4(f) property with a no-use determination. Due to the recreational and historic characteristics of the Steven's Trail, a Section 4(f) analysis was completed. The analysis concluded that there would be no use of the Steven's Trail property as there is no land acquisition from the BLM, no temporary occupancy of the Steven's Trail property, nor proximity impacts from the project work to the Steven's Trail. The proposed project does not include recreational facilities nor require the construction or expansion of recreational facilities within the project limits. Therefore, there would be no impact.

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.

Discussion of CEQA Environmental Checklist Question 2.17—Transportation and Traffic

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

No Impact. The proposed project would preserve and enhance the service life of the roadway pavement and improve the ride quality along I-80, thereby improving the safety, reliability, and operational efficiency of this interstate highway. The proposed project is consistent with the Transportation Asset Management Plan, 10-year State Highway Operation and Protection Program (SHOPP) Plan, Ten-Year Project Book, and the 5-year Maintenance Plan.

The proposed project also conforms to the SACOG 2023-2026 MTIP, received concurrence by the Federal Transit Association (FTA), and aligns with the transportation infrastructure improvements goals for Placer County Transportation Planning Agency (PCTPA). There are no pedestrian facilities within the project limits and the proposed project would not impact the existing bus route along I-80; therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, there would be no impact.

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

No Impact. The proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) because the project is screenable, as identified in Section 5 of the *Transportation Analysis under CEQA* (TAC) guidance document, which cites projects that are not likely to lead to a measurable and substantial increase in VMT (California Department of Transportation (Caltrans) 2020). Therefore, there would be no impact.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would not contain concentrations or patterns of hazardous geometrical design elements and does not require geometrical improvements. Within the project scope, there are no proposed curves, driveways, intersections, or traffic signals. Therefore, there would be no impact.

d) Would the project result in inadequate emergency access?

No Impact. The proposed project would not result in inadequate emergency process as all emergency response agencies in the project area would be notified of the project construction schedule and all emergency vehicles would be accommodated through the work area. Therefore, there would be no impact.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or				✓
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as cultural resources studies by Caltrans staff, which included background research, literature review, in-person field surveys, and consultation with local Native American tribes.

Regulatory Setting

In addition to the laws identified in Section 2.5 (Cultural Resources), the primary law governing tribal cultural resources is AB 52 (Chapter 532, Statutes of 2014). The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2. PRC Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the NRHP listing criteria.

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 2.18—Tribal Cultural Resources

> ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***
>
> ***a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k).***

No Impact. The 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. Consultation letters were emailed to the Nevada City Rancheria Nisenan Tribe, Tsi-Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, Washoe Tribe of Nevada and California, Wilton Rancheria, and Colfax-Todds Valley Consolidated Tribe.

The United Auburn Indian Community of the Auburn Rancheria responded to letters regarding consultation from the Caltrans District Native American Coordinator (DNAC) on December 14, 2022, and Colfax-Todds Valley Consolidated Tribe responded to letters regarding consultation from the Caltrans DNAC on January 12, 2023.

All tribes that responded to consultation letters requested more mapping of the project and also requested Caltrans plans for protecting sites in and around the project area. The Caltrans DNAC shared mapping and information about cultural resources located in the project APE, along with other related information, with representatives of the United Auburn Indian Community of the Auburn Rancheria and Colfax-Todds Valley Consolidated Tribe. None of the consulting tribes notified the Caltrans DNAC of any tribal cultural resources during communications. Caltrans informed tribes that any archaeological resources within the project footprint would be protected using an Environmental Sensitive Area (ESA) Action Plan.

Through consultation, no tribal resources were identified within the project limits. The project would not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Therefore, the project would have no impact on listed, CRHR-eligible, or a local register of historical resources.

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

No Impact. Pursuant to consultation with the tribes, Caltrans has not identified tribal resources within the project limits that would be significant to a California Native American tribe. Thus, the project would not have the potential to cause a substantial adverse change in the significance of a tribal cultural resource. The project would have no impact on tribal cultural resources.

2.19 Utilities and Service Systems

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Utilities and Service Systems are not anticipated.

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

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?

No Impact. Caltrans would verify the location of any underground gas, electric, water, or sewer lines within the project area. The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. Therefore, there would be no impact.

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

No Impact. The purpose of the project is to preserve and extend the service life of the roadbed throughout the project limits. The project does not require a water supply. Therefore, there would be no impact.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The proposed project work primarily involves pavement and culvert rehabilitation. The proposed project would not include a demand for wastewater treatment. Therefore, there would be no impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. The proposed project would improve a transportation facility and is not a development that requires additional wastewater. The construction contractor would be responsible for disposing of all construction waste in accordance with all federal, state, and local statutes related to solid waste disposal. Therefore, there would be no impact.

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

No Impact. The proposed project would comply with all federal, state, and local statutes related to solid waste disposal. Caltrans Standard Specification 14-10 (Solid Waste Disposal and Recycling), along with other standards that govern the use of recycled materials, ensure that the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, there would be no impact.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) or lands classified as *very high* Fire Hazard Severity Zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

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 as the State Responsibility Area Fire Hazard Severity Zones accessed 2024. Potential impacts to increasing wildfire risks are not anticipated.

Regulatory Setting

The primary law governing wildfire is CEQA.

Affected Environment

The proposed project is located in a CAL FIRE State Responsibility Area (SRA) in Placer County. According to the CAL FIRE Map of Fire Hazard Severity Zones in State Responsibility Area, the proposed project is within an area of very high fire hazard severity as shown in Figure 10.

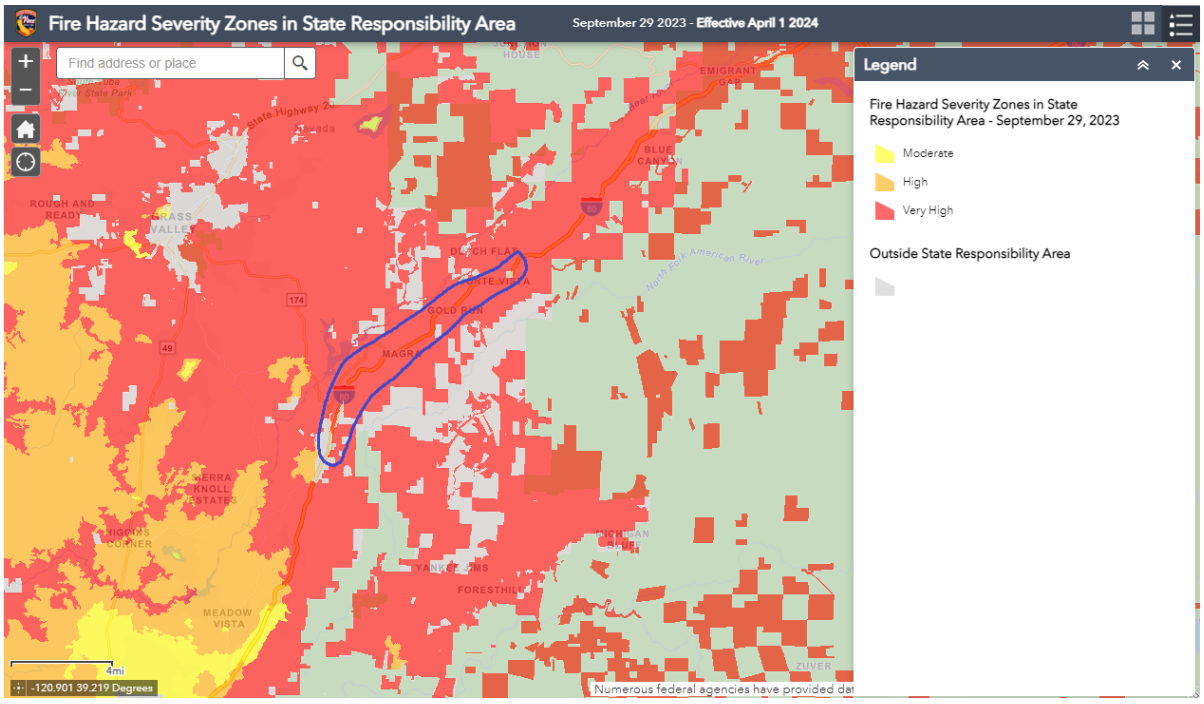

Figure 10. CAL Fire Map of Fire Severity Zones in State Responsibility Area

Source: (Cal Fire 2024**)**

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 2.20—Wildfire

If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:

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

No Impact. The proposed project is required to have a Transportation Management Plan that would align with the local emergency and evacuation plans. Caltrans 2022 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including preparation of a Fire Prevention Plan. The project would not substantially impair this area as the existing structures and roadway would remain open to one-way traffic during construction. Therefore, there would be no impact.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The proposed project work would include restoring the surface of the roadway pavement, thereby improving road surface drainage and thus reducing soil erosion on adjacent unpaved areas and unpaved shoulders. The proposed project would replace and rehabilitate existing corrugated steel pipe culverts with reinforced concrete pipes (RCP) to better withstand fires and weathering. The replacement of poor culverts with new drainage facilities would enhance the regulation of water flow and increase the operational efficiency of the drainage features, thus reducing the risk of wildfires. The proposed project would not expose nearby residents or structures to the increased risk of wildfires, nor exacerbate wildfire risk; therefore, there would be no impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment?

No Impact. As this is a capital maintenance project, the proposed project would not change the existing alignment of I-80 and does not require new infrastructure installation or maintenance that may exacerbate fire risk or could potentially result in temporary or ongoing impacts to the environment. Therefore, there would be no impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Based on the CAL FIRE Incident Map, there has not been a wildfire within the past five years (CAL FIRE 2024). Therefore, there is no impact that would expose people or structures to significant risk as a result of post-fire slope instability or drainage changes.

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The "Less Than Significant Impact" and "No Impact" determinations are based on the Natural Environmental Study, which was completed by a qualified Caltrans biologist in May 2024. The proposed project does not have the potential to degrade the quality of the environment. The studies and conclusions reached in Section 2.4– Biological Resources support a less than significant determination.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Impact. There are several projects along the I-80 corridor in the vicinity of the proposed project. The past, present, and foreseeable future actions of these proposed projects would not have cumulatively considerable impacts leading to the degradation of habitat and species diversity, populations, disruption of migration corridors, water quality or other natural resources. The proposed project would not result in any adverse effects that, when considered in connection with other projects, would be considered cumulatively considerable. Therefore, there would be no impact.

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

No Impact. Based on studies completed for the proposed project to analyze potential impacts, the project would not cause substantial adverse effects to human beings, either directly or indirectly. Therefore, there would be no impact.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time (CEQA § 15355).

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

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." 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, and interagency coordination meetings. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

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

Coordination with Resource Agencies

Consultation packages were sent to representatives of the following tribes:

- Shingle Springs Band of Miwok
- Colfax-Todds Valley Consolidated Tribe
- Tsi-Akim Maidu
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Washoe Tribe of Nevada and California

Caltrans consulted with the NAHC for a sacred lands file search. Caltrans District 3 is still waiting on a response from the SHPO for concurrence on our Findings of Effect document and final HPSR. Caltrans has proposed a finding of no adverse effect. All other documentation has been submitted and reviewed.

Consultation with Senior Biologist Kelly Bayne with ICF has been ongoing in efforts to discuss the project and the preparation of the NES.

Circulation

The Initial Study/Proposed Negative Declaration will be made available for public review and comment for 30 days from June 3, 2024 to July 3, 2024. Caltrans ensured that the document was made available to all appropriate parties and agencies, including:

1) Responsible agencies

2) Trustee agencies that have resources affected by the project

3) Other state, federal, and local agencies which have regulatory jurisdiction, or that exercise authority over resources, which may be affected by the project

4) The public. The document was made available online at https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs. Additional copies of the document are available at:

   - Colfax Library, 10 Church Street, Colfax, CA 95713
   - Caltrans District 3 Office: 703 B Street, Marysville, CA 95901
   - To send via postal mail by submitting a request to either the project email address at 03_0J410_Project_Inbox@dot.ca.gov or the project postal address as follows:

     California Department of Transportation
     North Region Environmental–M-5 Branch
     Attn: Alta Capital Maintenance Project
     703 B Street
     Marysville, CA 95901

Chapter 4. List of Preparers

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

California Department of Transportation, District 3

Erin Damm	Senior Environmental Scientist Contribution: Environmental Branch Chief
Jordan Schmidt	Environmental Planner Contribution: Document Writer
Aaron Bali	Air Quality Specialist Contribution: Air, Noise, and Greenhouse Gas Emission Analysis
Catherine Davis	Archaeologist Contribution: Historical Properties Survey Report
Sonia Miller	Architectural Historian Contribution: Finding of Effect Document
Gregory Saiyo	Biologist Contribution: Natural Environmental Study
Mark Melani	Hazardous Waste Specialist Contribution: Initial Site Assessment
Jarod Barkley	Water Quality Specialist Contribution: Water Quality Assessment
Robert Campos	Landscape Architect Contribution: Visual Impact Assessment
Napassakorn Pongsmas	Project Engineer Contribution: Project Design

California Department of Transportation, District 3 (continued)

Sean Shaw	Project Manager Contribution: Project Management

ICF

Kelly Bayne	Senior Biologist Contribution: Natural Environmental Study

Chapter 5. Distribution List

Federal and State Agencies

Federal Highway Administration (FHWA)
1200 New Jersey Avenue. SE
SE Washington, DC 20590

Federal Railroad Administration
1200 New Jersey Avenue
SE Washington, DC 20590

U.S. Army Corps of Engineers Sacramento District
ATTN: Regulatory Branch
1325 J Street
Sacramento, CA 95814-2922

USDA Forest Service
1400 Independence Ave, SW
Washington, D.C. 20250-0003

United States Army Corps of Engineers
1325 J Street, Room 1350
Sacramento, CA 95814

National Marine Fisheries Service
650 Capitol Mall, Suite 5-100
Sacramento, CA 95814

United States Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

Federal Emergency Management Agency
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

Department of Defense
10400 Defense Pentagon
Washington, DC 20301-1400

Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS 2462
1849 "C" Street, NW
Washington, DC 20240

Sacramento Field Office:
National Marine Fisheries Services
650 Capitol Mall, Suite 5-100
Sacramento, CA 95814-4708

State Agencies

Department of Forestry and Fire Protection
1300 Athens Ave
Lincoln, CA 95648

Native American Heritage Commission
1550 Harbor Blvd Suite 100
West Sacramento, CA 95691

Central Valley Water Quality Control Board
11020 Sun Center Drive, #200
Rancho Cordova, CA 95670-6114

California Transportation Commission
1120 N Street
Sacramento, CA 95814

State Historic Preservation Officer Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296

State Water Resources Control Board
P.O. Box 100
Sacramento, CA 95812-0100

Central Valley Flood Protection Board
3310 El Camino Ave # 151
Sacramento, CA 95821

California Department of Fish & Game Wildlife Region 2
1701 Nimbus Road
Rancho Cordova, CA 95670

Central Valley Regional Water Quality Control Board
1020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670-6114

California Natural Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814

California Environmental Protection Agency
P.O. Box 2815
Sacramento, CA 95812-2815

California Highway Patrol (Valley Division)
2555 1st Avenue
Sacramento, CA 95818

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Natural Resources Conservation Service Area 1
1345 Main Street
Red Bluff, CA 96080

California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816-5113

California Wildlife Federation
1012 J Street
Sacramento, CA 95814

Sierra Club
2530 San Pablo Ave
Berkeley, CA 94702

Elected Federal Officials

U.S. Senator San Francisco
One Post Street, Suite 2450
San Francisco, CA 94104

U.S. Senator Alex Padilla
333 Bush Street, Suite 3225
San Francisco, CA 94104

U.S. Representative Kevin Kiley
3rd Congressional District
6538 Lonetree Blvd
Rocklin, CA 95765

Elected State Officials

State Senator Marie Alvarado-Gil
State Capitol, Suite 7240
Sacramento, CA 95814

Assembly Member Kevin McCarty
P.O. Box 942849
Sacramento, CA 94249

Assembly Member Lori Wilson
P.O Box 942849,
Sacramento, CA 94249

Assembly Member Laure Davies
P.O Box 942849,
Sacramento, CA 94249

Regional/County/Local Agencies

Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

Placer County Sheriff's Office
10 Culver Street
Colfax, CA 95713

Alta Fire Protection District
33950 Alta Bonnynook Road
Alta, CA 95701

California Highway Patrol
50 Canyon Creek Road
Gold Run, CA 95717

Placer County Department of Public Works
3091 County Center Drive, Suite 220
Auburn, CA 95603

Planning Department-Planning Services Division
3091 County Center Drive
Auburn, CA 95603

Local Elected Officials

Placer County Clerk-Recorder
3715 Atherton Road
Rocklin, CA 95765

Supervisor Bonnie Gore- District 1
Supervisor Shanti Landon- District 2
Supervisor Jim Holmes- District 3
Supervisor Suzanne Jones- District 4

Supervisor Cindy Gustafson- District 5

Address: 175 Fulweiler Avenue
Auburn, CA 95603

Colfax City Council:

Mayor: Kim A. Douglass

Mayor Pro Tem: Sean Lomen

Councilmember: Trinity Burruss

Councilmember: Caroline McCully

Councilmember: Larry Hillberg

Address: City of Colfax

PO Box 702

Colfax, CA 95713

Tribes

Nevada City Rancheria Nisenan Tribe
P.O. Box 2624
Nevada City, CA 95959

Washoe Tribe of Nevada and California
919 U.S. Hwy 395 N
Gardnerville, NV 89410

Buena Vista Rancheria
Ms. Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811

Tsi-Akim Maidu
Mr. Grayson Coney, Cultural Director
P.O. Box 510
Browns Valley, CA 95918

United Auburn Indian Community of the Auburn Rancheria
Mr. Gene Whitehouse, Chairperson
10720 Indian Hill Road
Auburn, CA 95603

Wilton Rancheria
Mr. Raymond Hitchcock, Chairperson
9728 Kent Street
Elk Grove, CA 95624

Colfax-Todd's Valley Consolidated Tribe
Mr. Clyde Prout III, Chairperson
P.O. Box 4884
Auburn, CA 95604

Utilities, Service Systems, Businesses, and Other Property Owners

Pacific Gas & Electric
127 E Main Street
Grass Valley, CA 95945

Chapter 6. References

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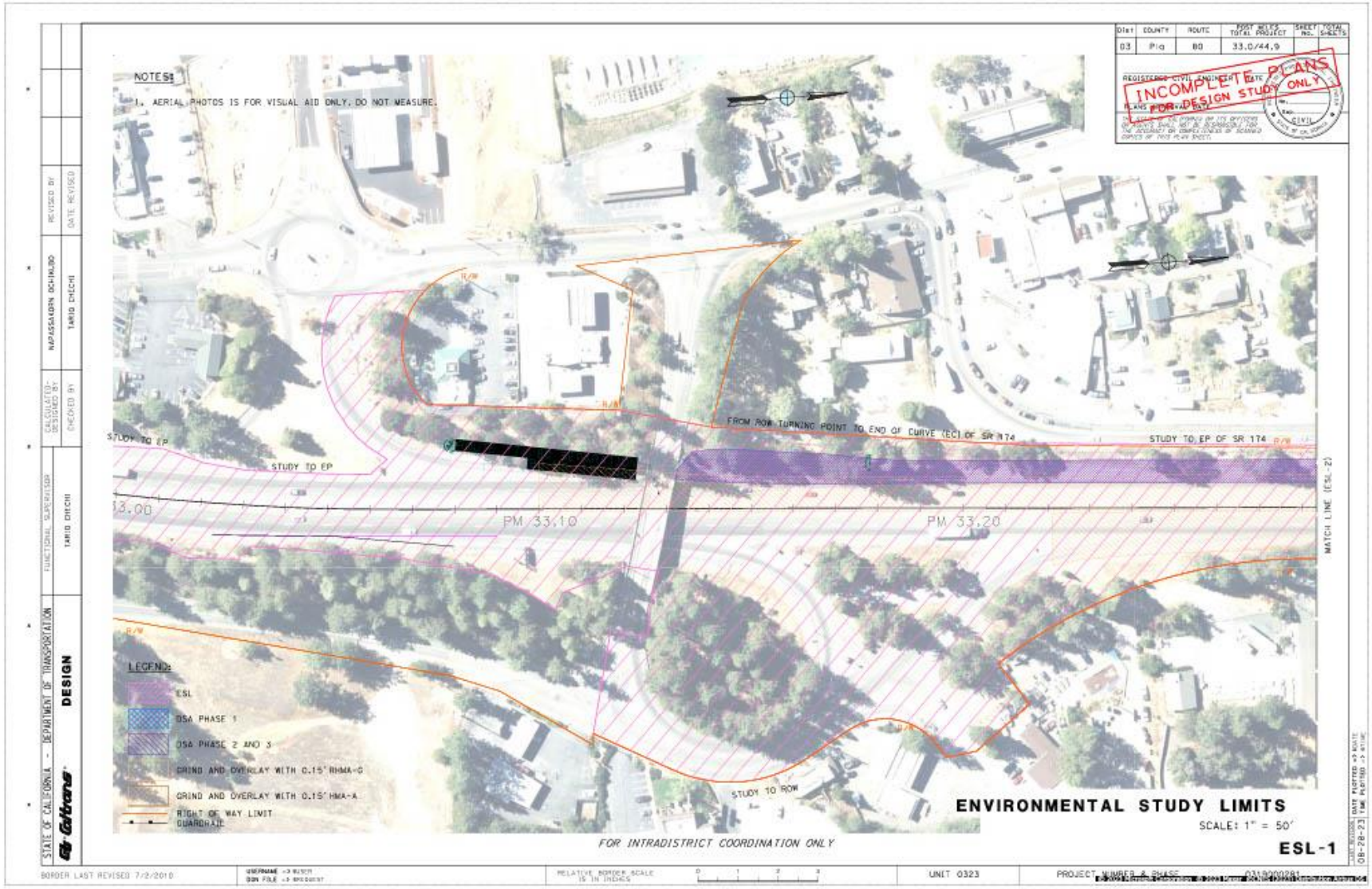
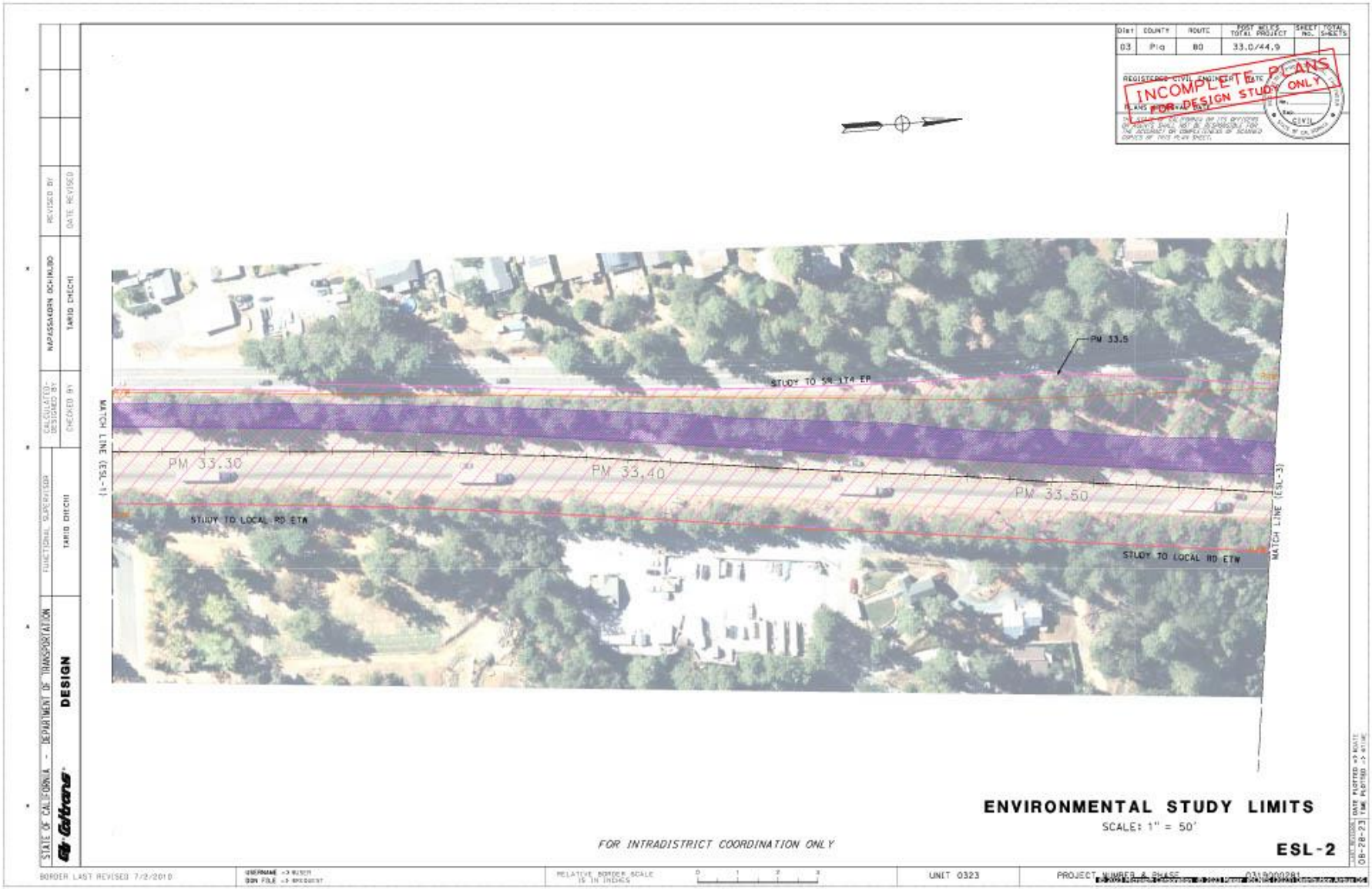
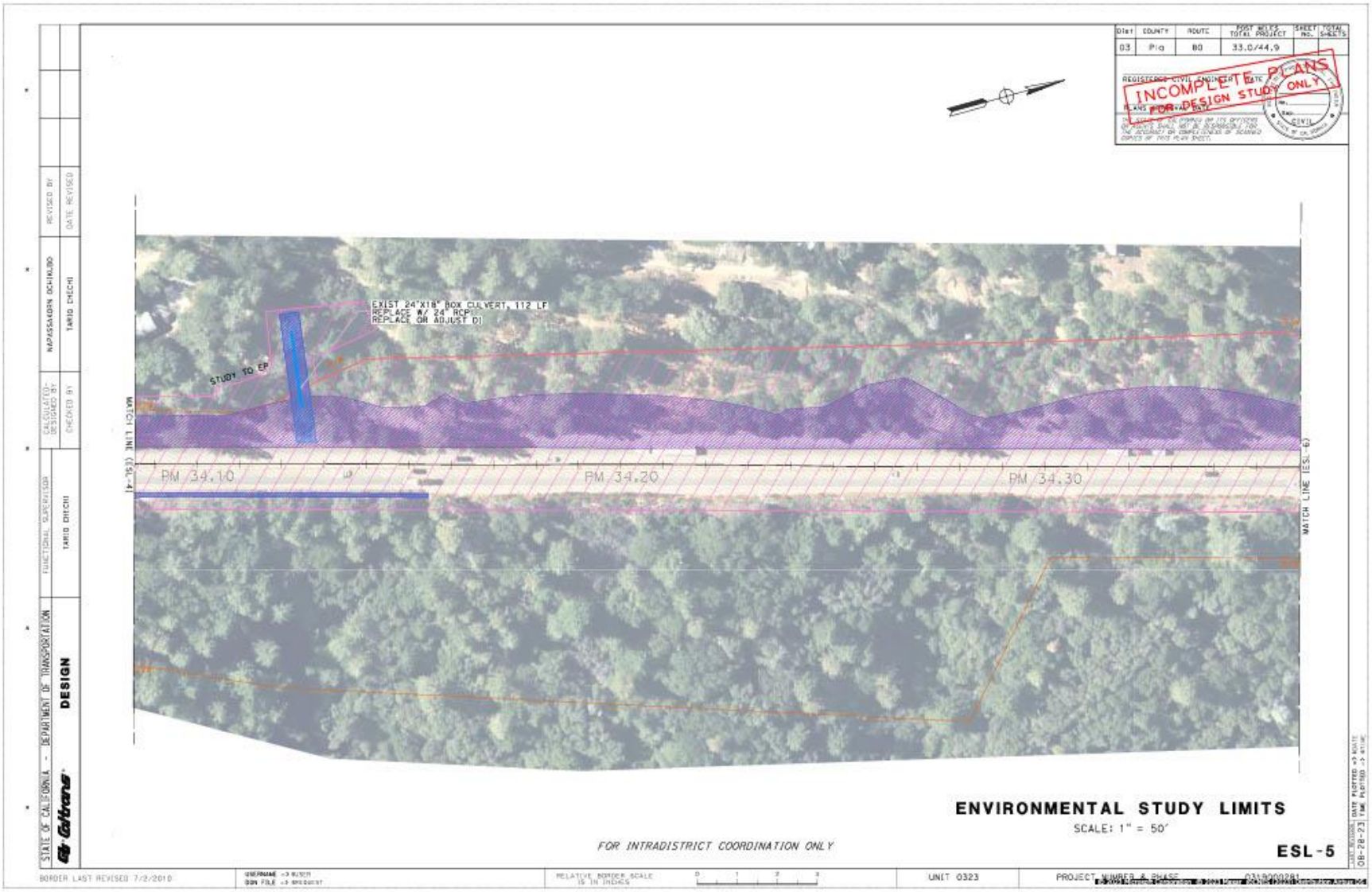
Appendix A. Project Layouts

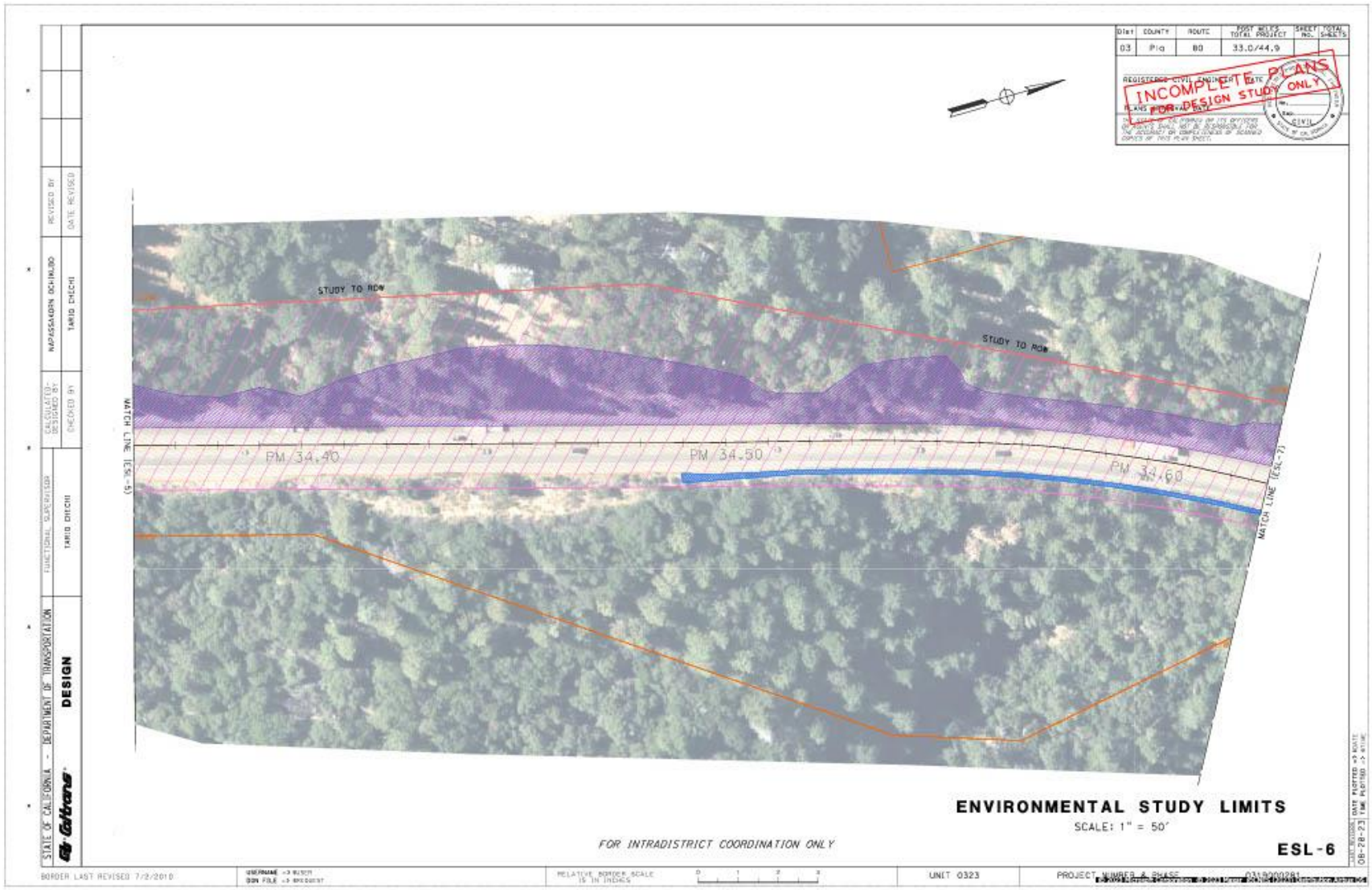

NOTES:
1. AERIAL PHOTOS IS FOR VISUAL AID ONLY. DO NOT MEASURE.
INCOMPLETE PLANS
DESIGN STUDY ONLY
FROM ROW TURNING POINT TO END OF CURVE (EC) OF SR 174
STUDY TO EP
STUDY TO EP OF SR 174
STUDY TO ROW
PM 33.10
PM 33.20
13.00
MATCH LINE (ESL-2)
LEGEND:
ESL
DSA PHASE 1
DSA PHASE 2 AND 3
GRIND AND OVERLAY WITH 0.15' RHMA-G
GRIND AND OVERLAY WITH 0.15' HMA-A
RIGHT OF WAY LIMIT
GUARDRAIL
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
ESL-1
FOR INTRADISTRICT COORDINATION ONLY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ DIECHI
NAPASSAKORN OCHAJOO
TARIQ DIECHI
BORDER LAST REVISED 7/2/2010
UNIT 0323
08-28-23

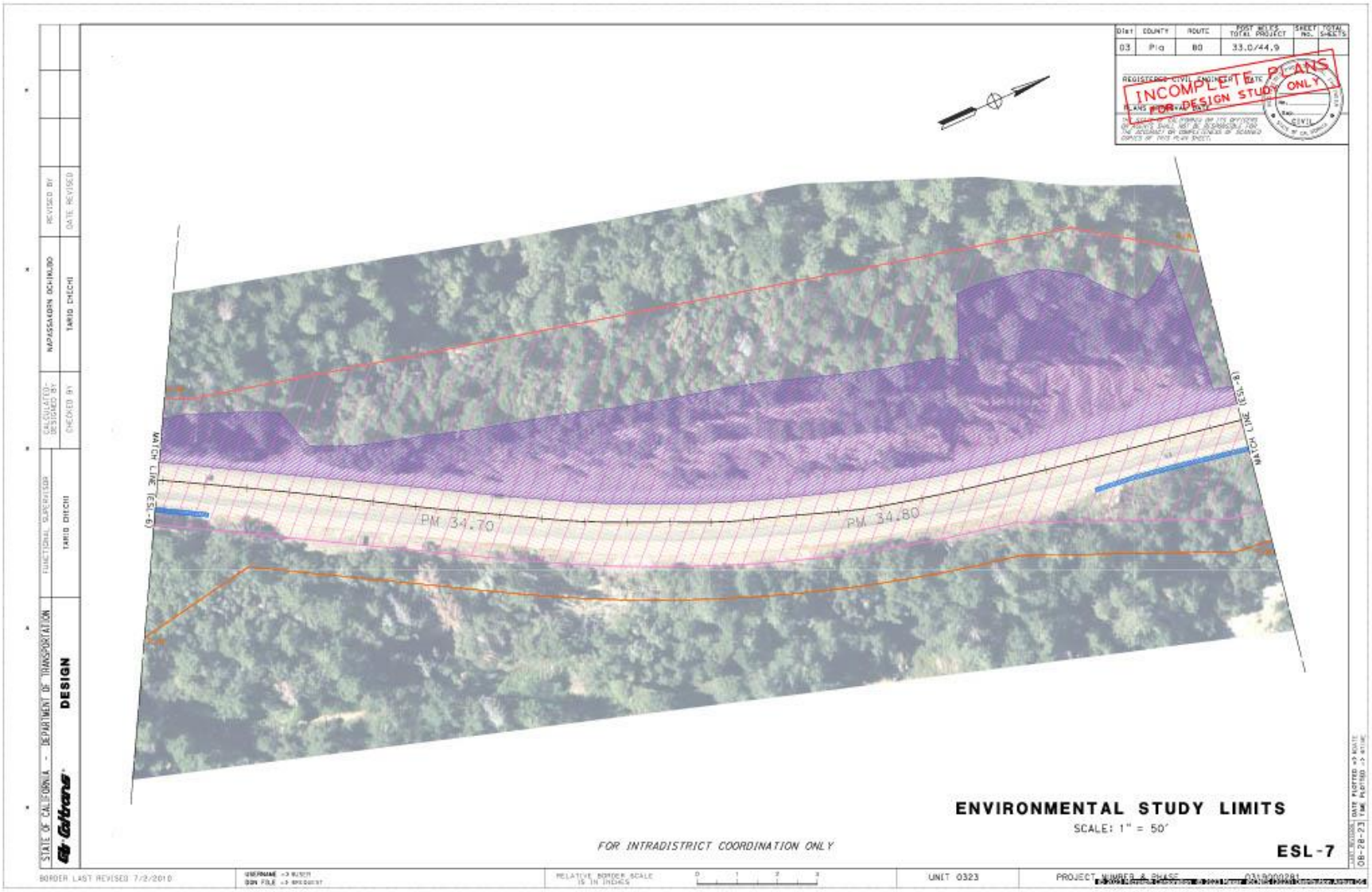

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
PM 33.5
STUDY TO SR 94 ETW
PM 33.30
PM 33.40
PM 33.50
STUDY TO LOCAL RD ETW
STUDY TO LOCAL RD ETW
MATCH LINE (ESL-1)
MATCH LINE (ESL-3)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-2
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

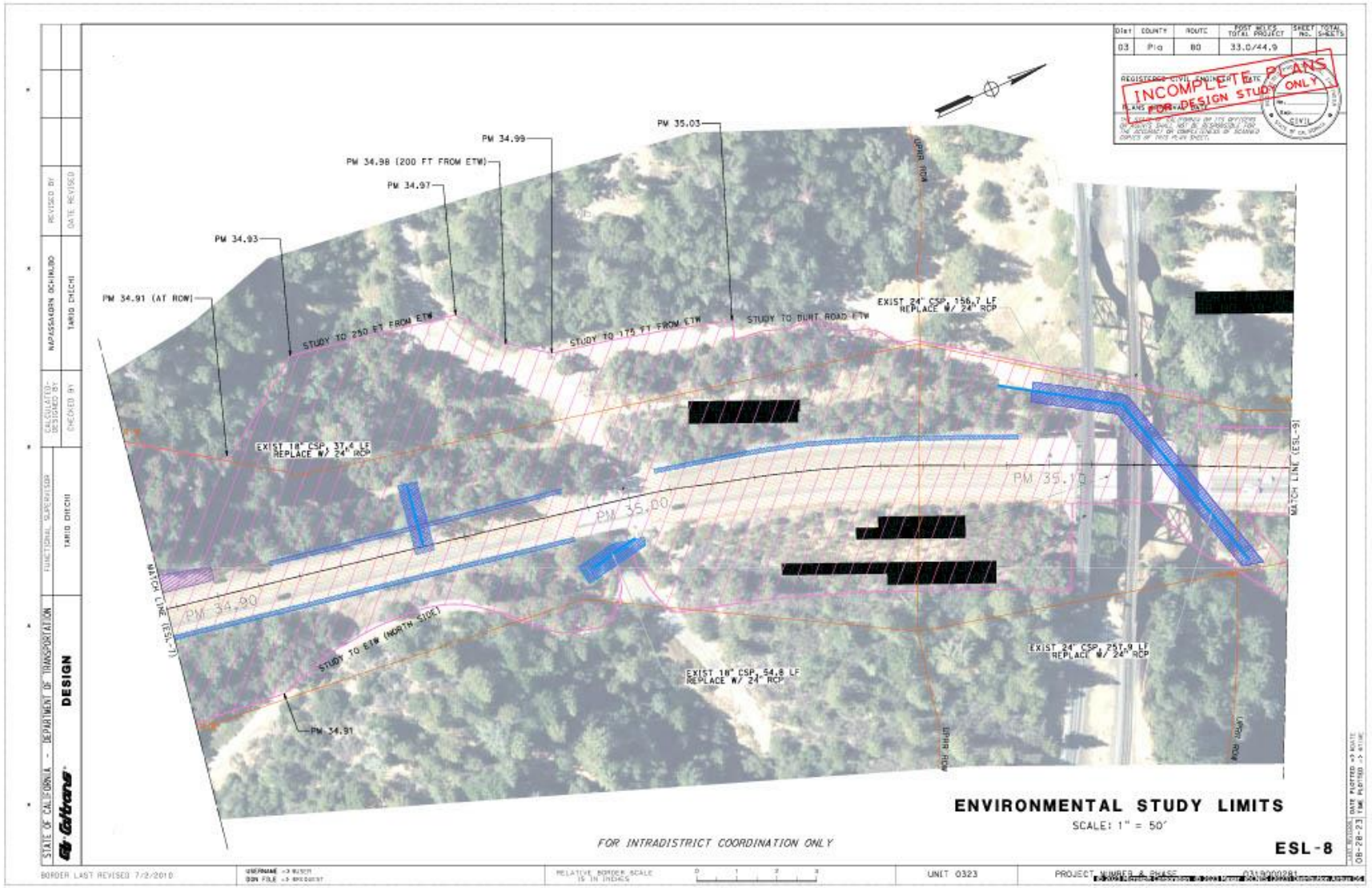

INCOMPLETE PLANS
DESIGN STUDY ONLY
NARROW GAUGE ROAD
PM 33.60
PM 33.70
PM 33.80
STUDY TO LOCAL ROAD ETW
STUDY TO ROW
MATCH LINE (ESL-2)
MATCH LINE (ESL-4)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-3
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
UNIT 0323

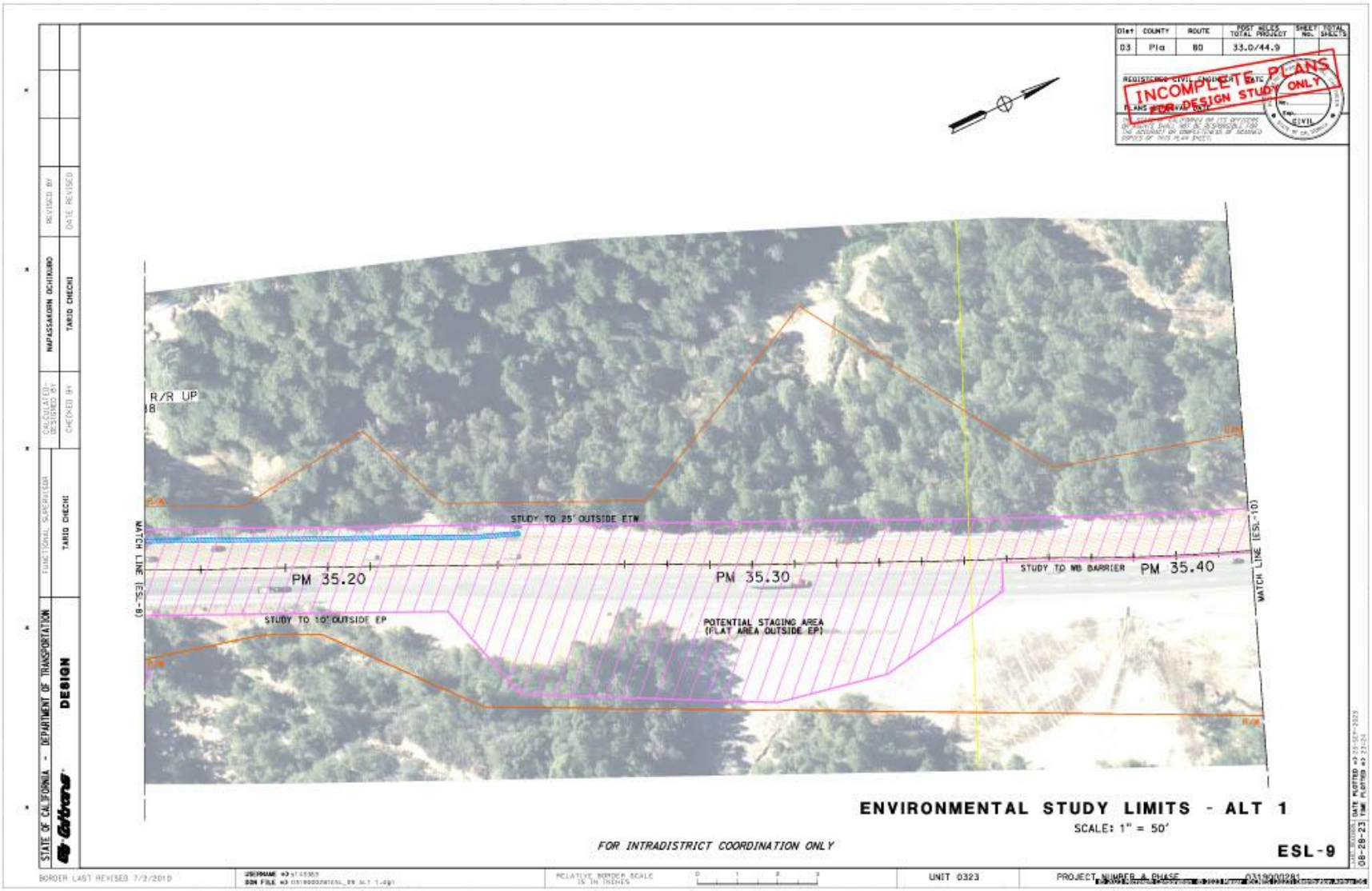

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
NARROW GAUGE ROAD
STUDY TO ROW
EXIST 24" CSP, 48.4 LF
REPLACE W/ 24" RCP
STUDY TO LOCAL ROAD EP
MATCH LINE (ESL-5)
PM 33+90
PM 34+00
EXIST 24" CSP, 87.4 LF
REPLACE W/ 24" RCP
STUDY TO ROW
MATCH LINE (ESL-5)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-4
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ DIICHI
NAPASSAKORN OCHUMPO
BORDER LAST REVISED 7/2/2010
UNIT 0323

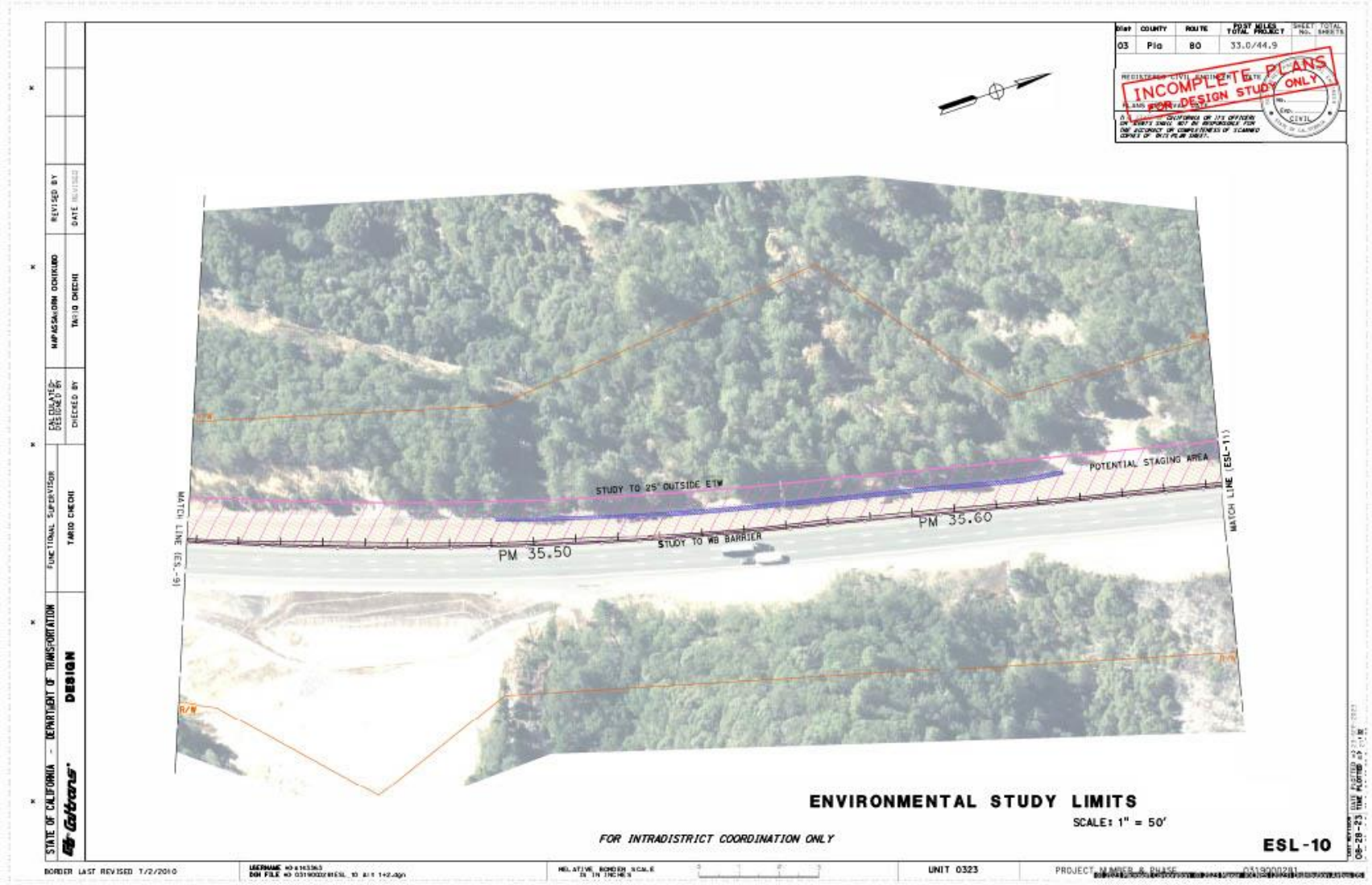

INCOMPLETE PLANS
DESIGN STUDY ONLY
EXIST 24"X18" BOX CULVERT, 112 LF
REPLACE W/ 24" RCP
REPLACE OR ADJUST D1
STUDY TO EP
PM 34.10
PM 34.20
PM 34.30
MATCH LINE (ESL-6)
MATCH LINE (ESL-4)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-5
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ DIICHI
NAPASSAKORN OCHKUBO
BORDER LAST REVISED 7/2/2010
UNIT 0323

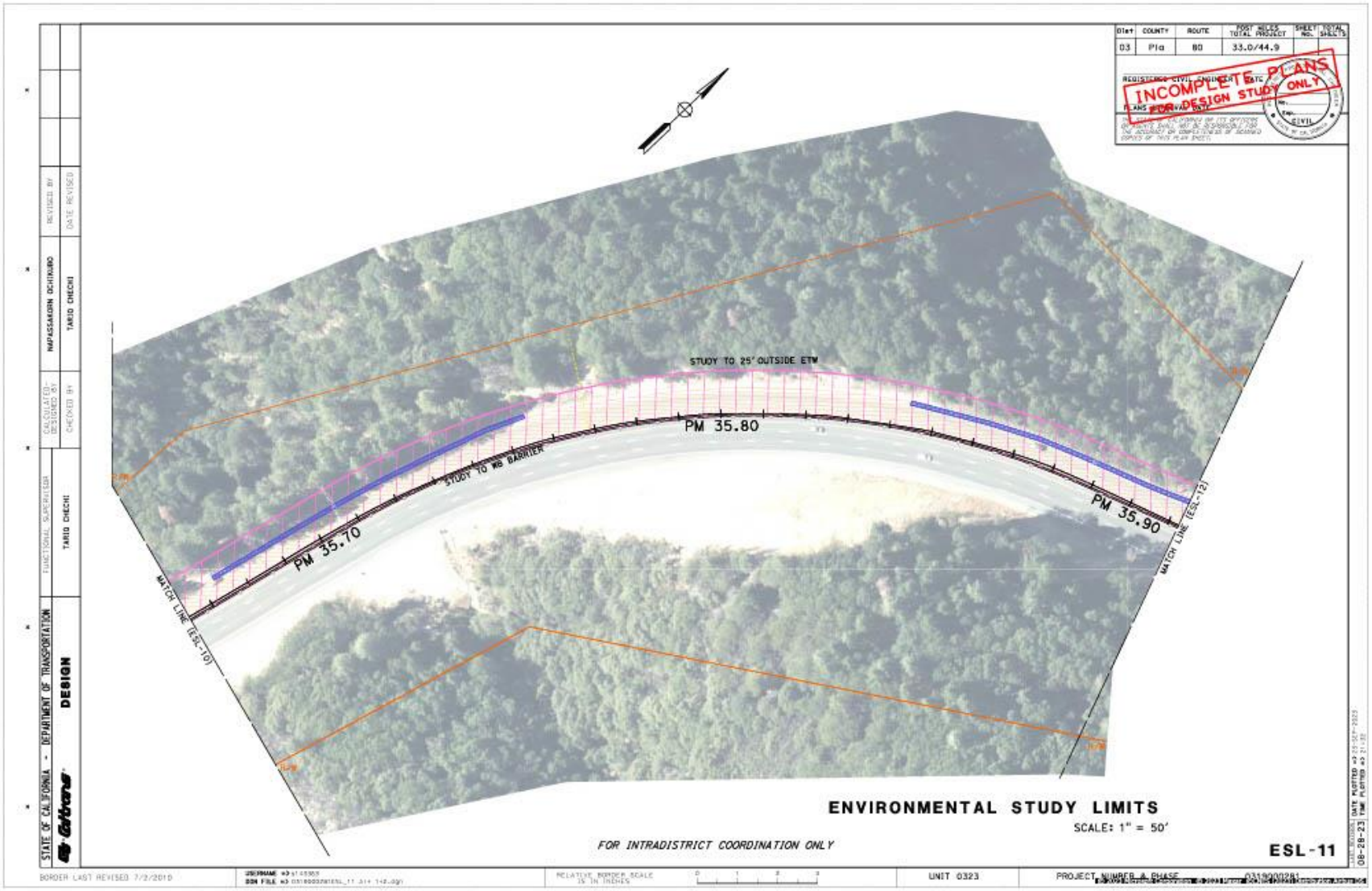

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO ROW
STUDY TO ROW
PM 34.40
PM 34.50
PM 34.60
MATCH LINE (ESL-5)
MATCH LINE (ESL-7)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-6
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TAHOE DITCH
NAPASSAUGA CHANNEL
TAHOE DITCH
BORDER LAST REVISED 7/2/2010
UNIT 0323

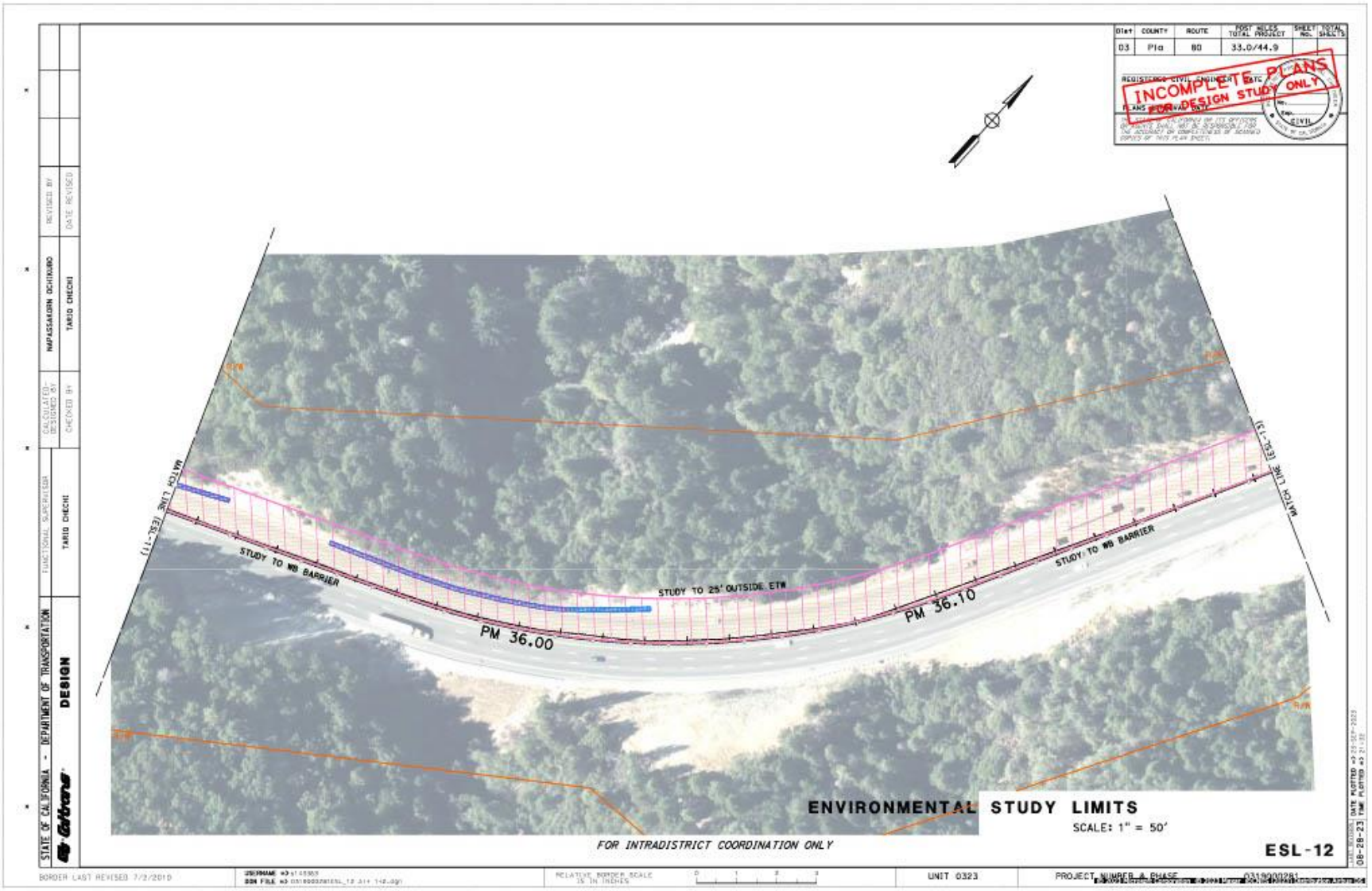

INCOMPLETE PLANS
DESIGN STUDY ONLY
MATCH LINE (ESL-8)
MATCH LINE (ESL-6)
PM 34.70
PM 34.80
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-7

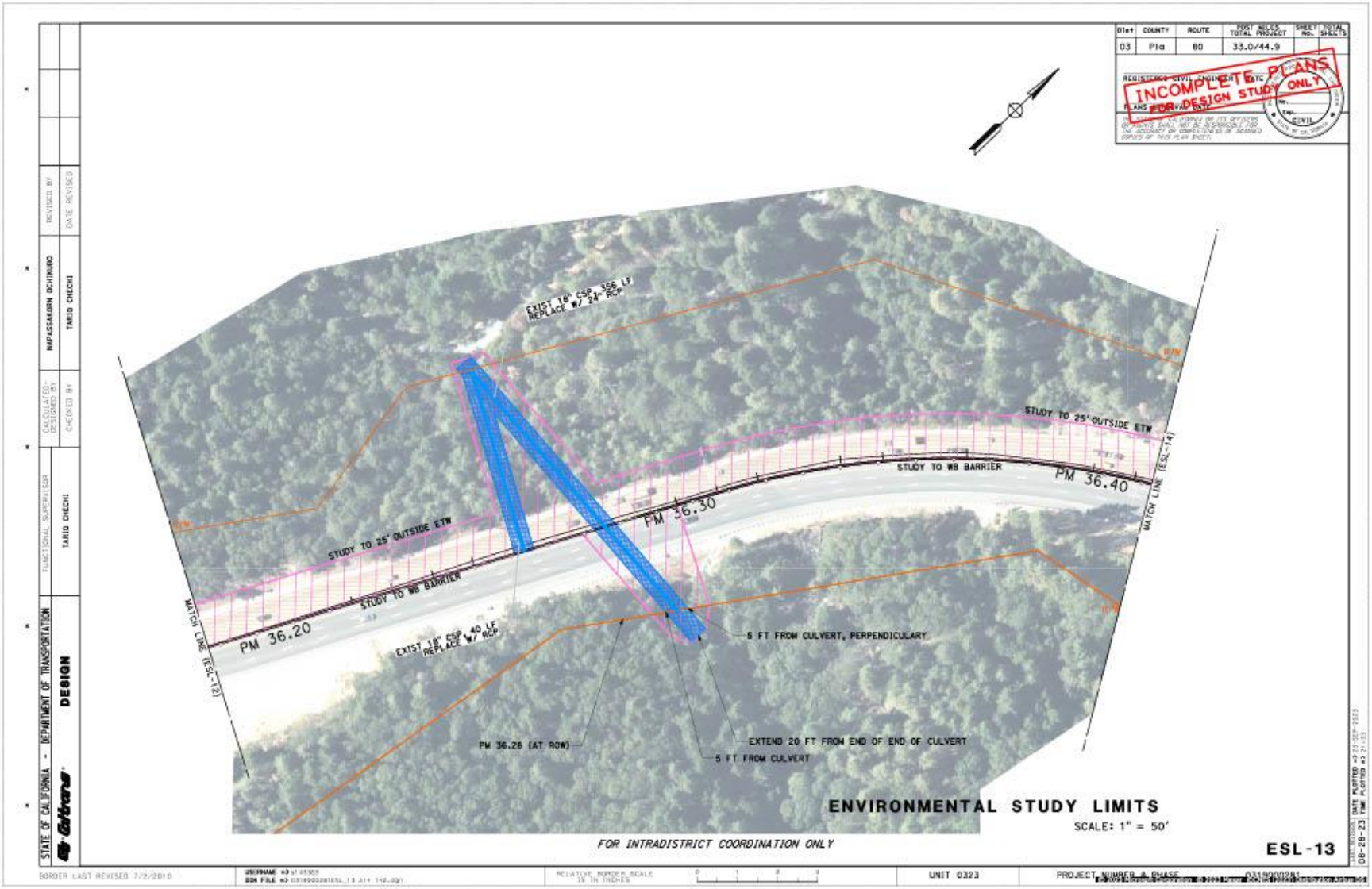

INCOMPLETE PLANS
DESIGN STUDY ONLY
PM 35.03
PM 34.99
PM 34.98 (200 FT FROM ETW)
PM 34.97
PM 34.93
PM 34.91 (AT ROW)
STUDY TO 250 FT FROM ETW
STUDY TO 175 FT FROM ETW
STUDY TO BUNT ROAD ETW
EXIST 24" CSP, 156.7 LF
REPLACE W/ 24" RCP
EXIST 18" CSP, 37.4 LF
REPLACE W/ 24" RCP
PM 35.10
PM 35.00
MATCH LINE (ESL-9)
MATCH LINE (ESL-7)
PM 34.90
STUDY TO ETW (NORTH SIDE)
EXIST 18" CSP, 54.8 LF
REPLACE W/ 24" RCP
EXIST 24" CSP, 257.9 LF
REPLACE W/ 24" RCP
PM 34.91
UPRR ROW
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-8
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHICHI
NAPASAKORN SCHINKOD
UNIT 0323

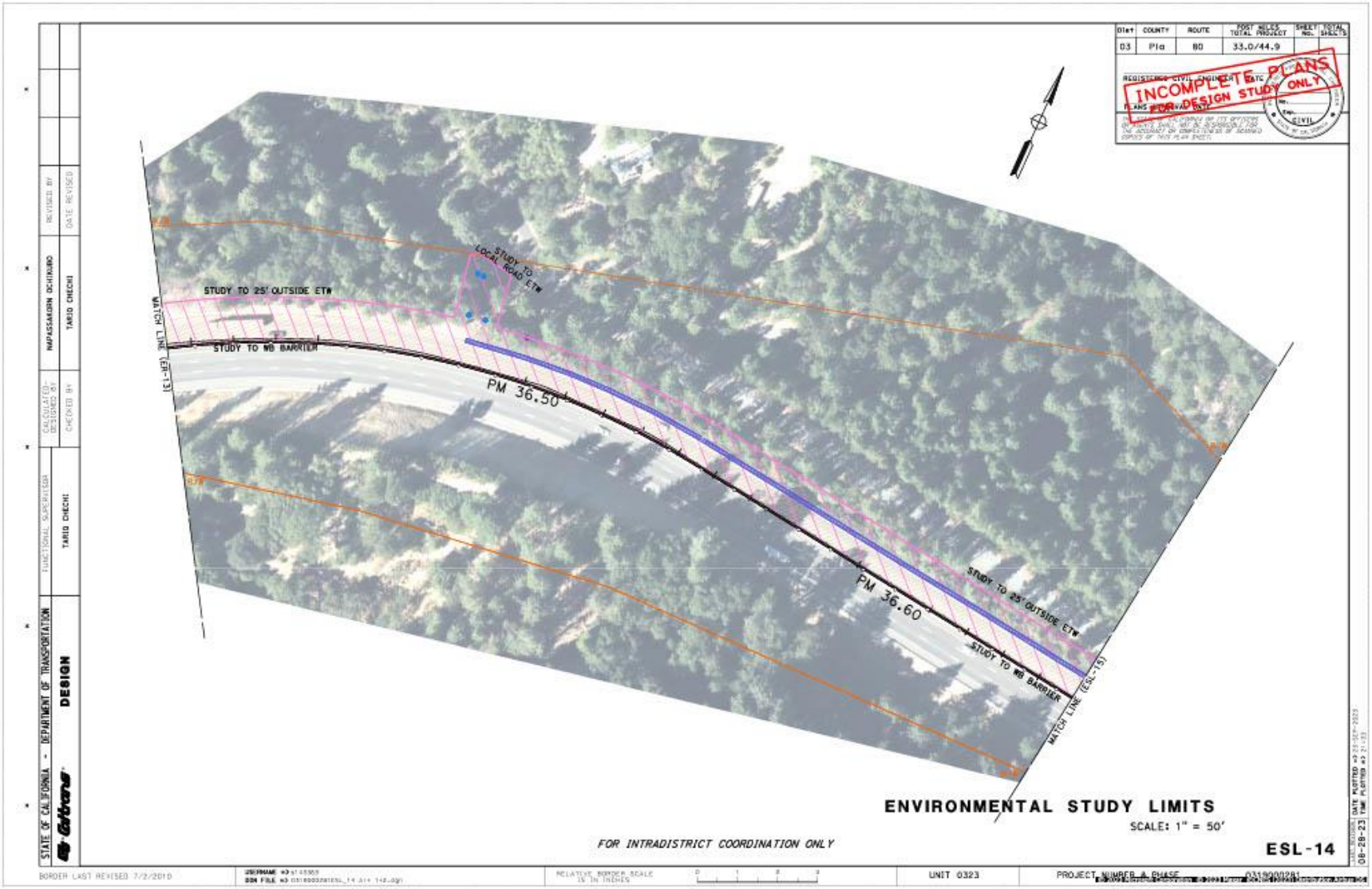

INCOMPLETE PLANS
DESIGN STUDY ONLY
R/R UP
STUDY TO 25' OUTSIDE ETW
PM 35.20
PM 35.30
PM 35.40
STUDY TO WB BARRIER
STUDY TO 10' OUTSIDE EP
POTENTIAL STAGING AREA
(FLAT AREA OUTSIDE EP)
MATCH LINE (ESL-8)
MATCH LINE (ESL-10)
ENVIRONMENTAL STUDY LIMITS - ALT 1
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-9
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

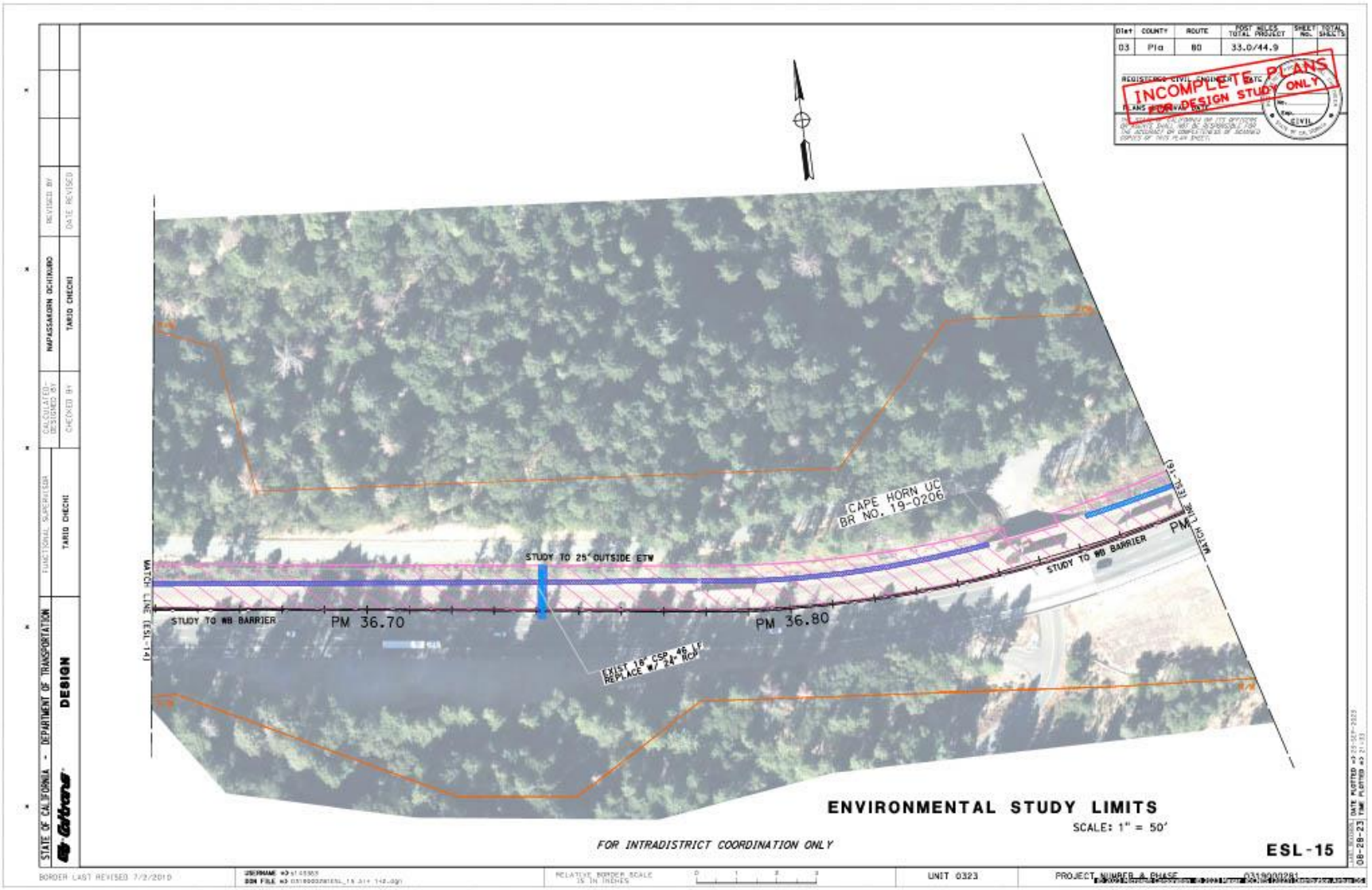

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
POTENTIAL STAGING AREA
PM 35.50
STUDY TO WB BARRIER
PM 35.60
MATCH LINE (ESL-11)
MATCH LINE (ESL-9)
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-10
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIQ CHECHI
CALCULATED/DESIGNED BY
CHECKED BY
MAPASAUORN OOKKUMD
TARIQ CHECHI
REVISED BY
DATE REVISED
UNIT 0323
BORDER LAST REVISED 7/2/2010

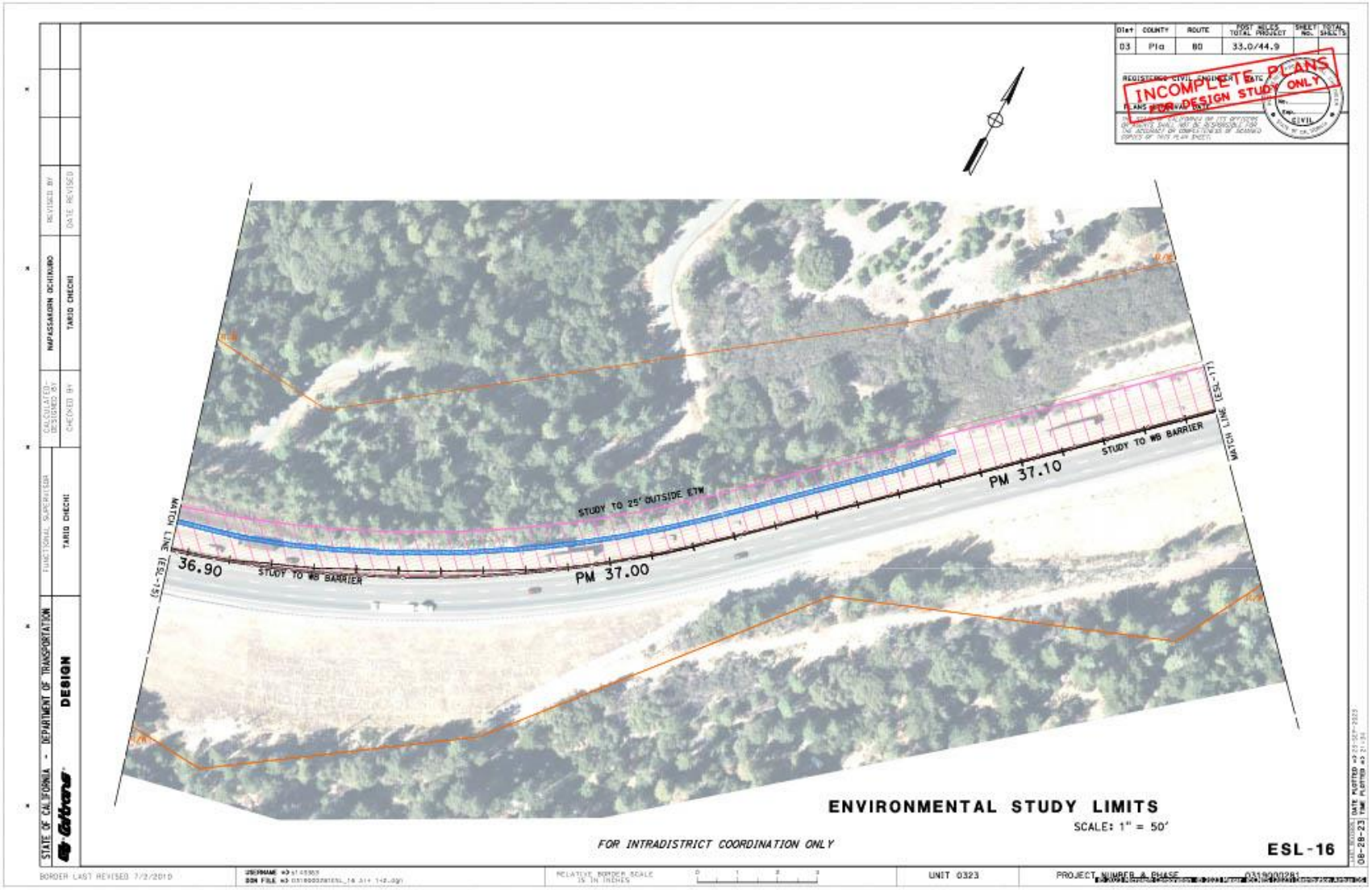

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
PM 35.80
STUDY TO NB BARRIER
PM 35.70
PM 35.90
MATCH LINE (ESL-10)
MATCH LINE (ESL-12)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHICHI
NAPASSAKORN OCHIKUBO
TARIQ CHICHI
UNIT 0323

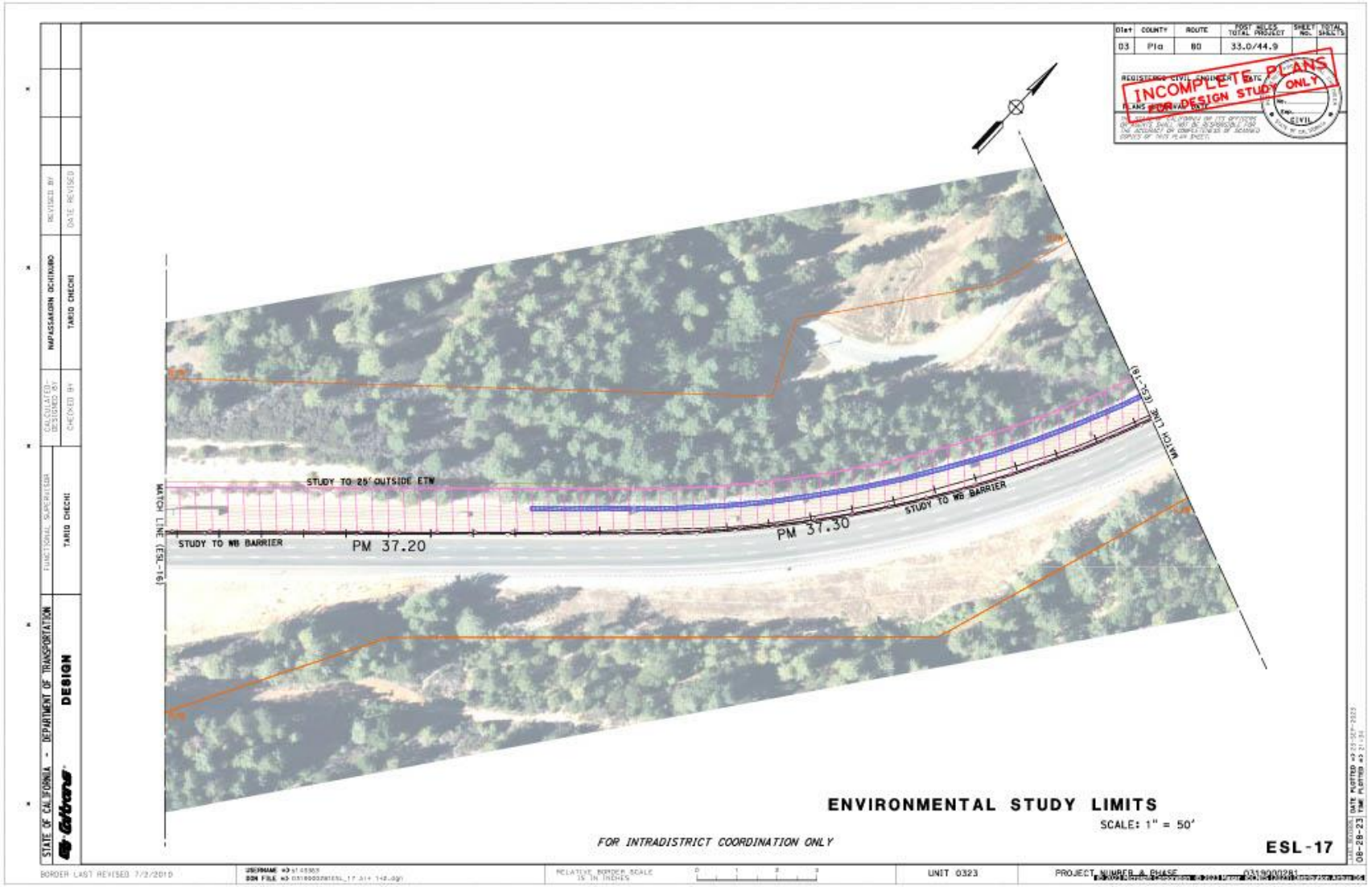

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO WB BARRIER
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
PM 36.00
PM 36.10
MATCH LINE (ESL-11)
MATCH LINE (ESL-13)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-12
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASAGORN OCHIKUBO
UNIT 0323

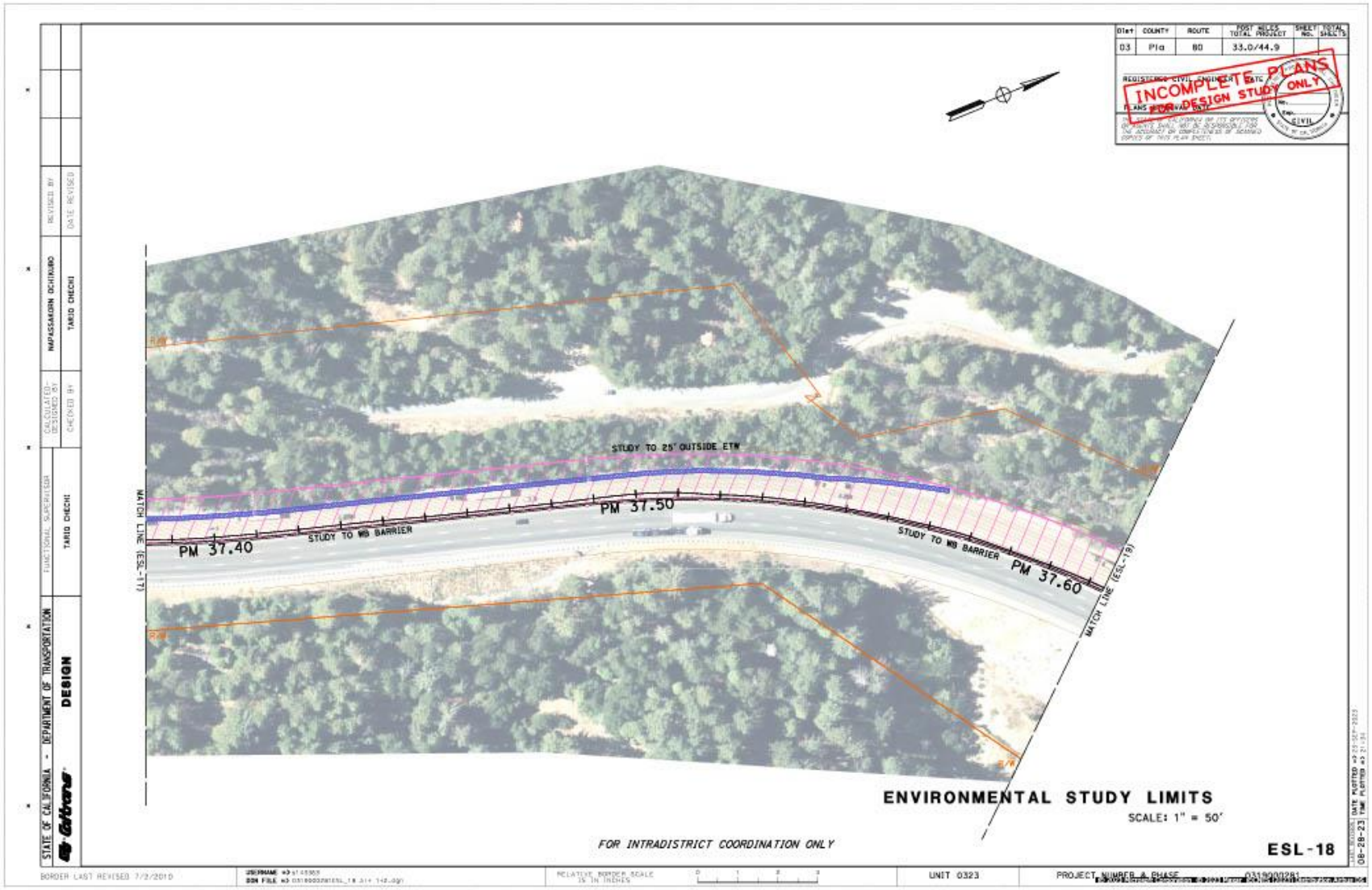

INCOMPLETE PLANS
DESIGN STUDY ONLY
EXIST 18" CSP 356 LF
REPLACE W/ 24" RCP
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
PM 36.40
PM 36.30
PM 36.20
MATCH LINE (ESL-14)
MATCH LINE (ESL-12)
EXIST 18" CSP 40 LF
REPLACE W/ RCP
5 FT FROM CULVERT, PERPENDICULARY
PM 36.28 (AT ROW)
EXTEND 20 FT FROM END OF END OF CULVERT
5 FT FROM CULVERT
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-13
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASAKORN OCHIKUBO
UNIT 0323

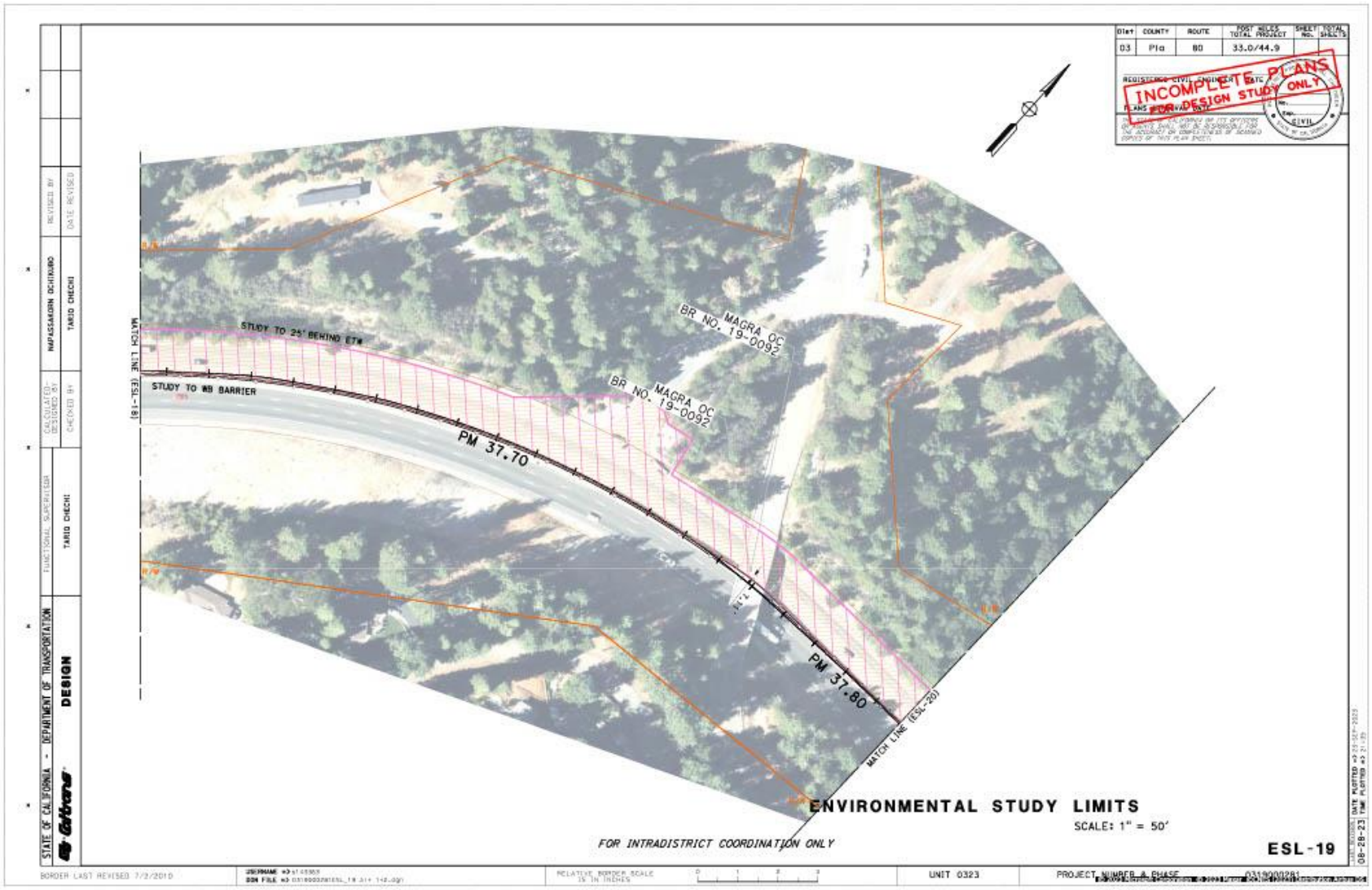

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
STUDY TO LOCAL ROAD ETW
STUDY TO WB BARRIER
PM 36.50
PM 36.60
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
MATCH LINE (ESL-13)
MATCH LINE (ESL-15)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-14
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHUKUBO
UNIT 0323

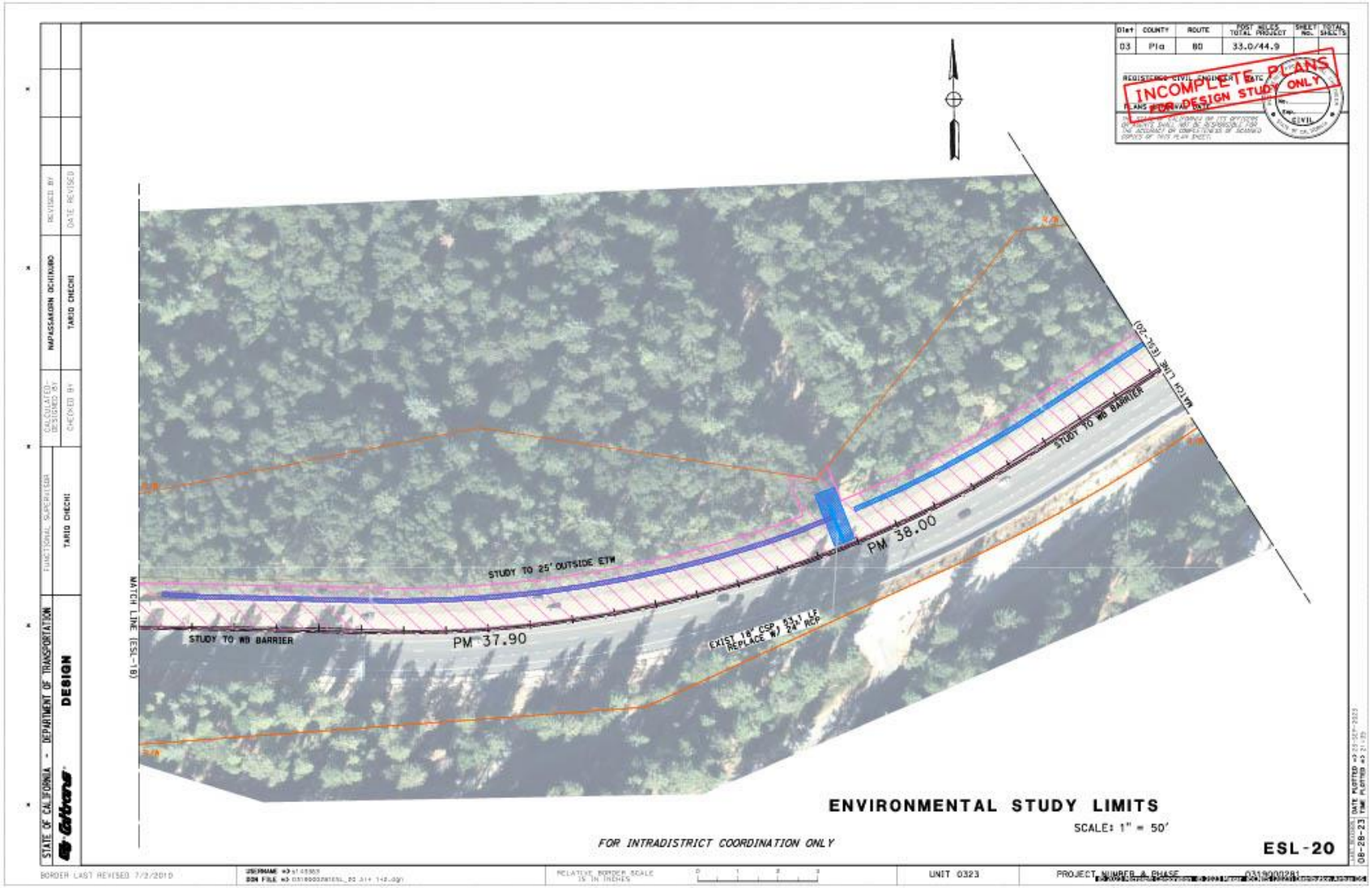

INCOMPLETE PLANS
DESIGN STUDY ONLY
CAPE HORN UC
BR NO. 19-0206
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
STUDY TO WB BARRIER
PM 36.70
PM 36.80
EXIST 18" CSP
REPLACE W/ 24" RCP
MATCH LINE (ESL-14)
MATCH LINE (ESL-16)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-15
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

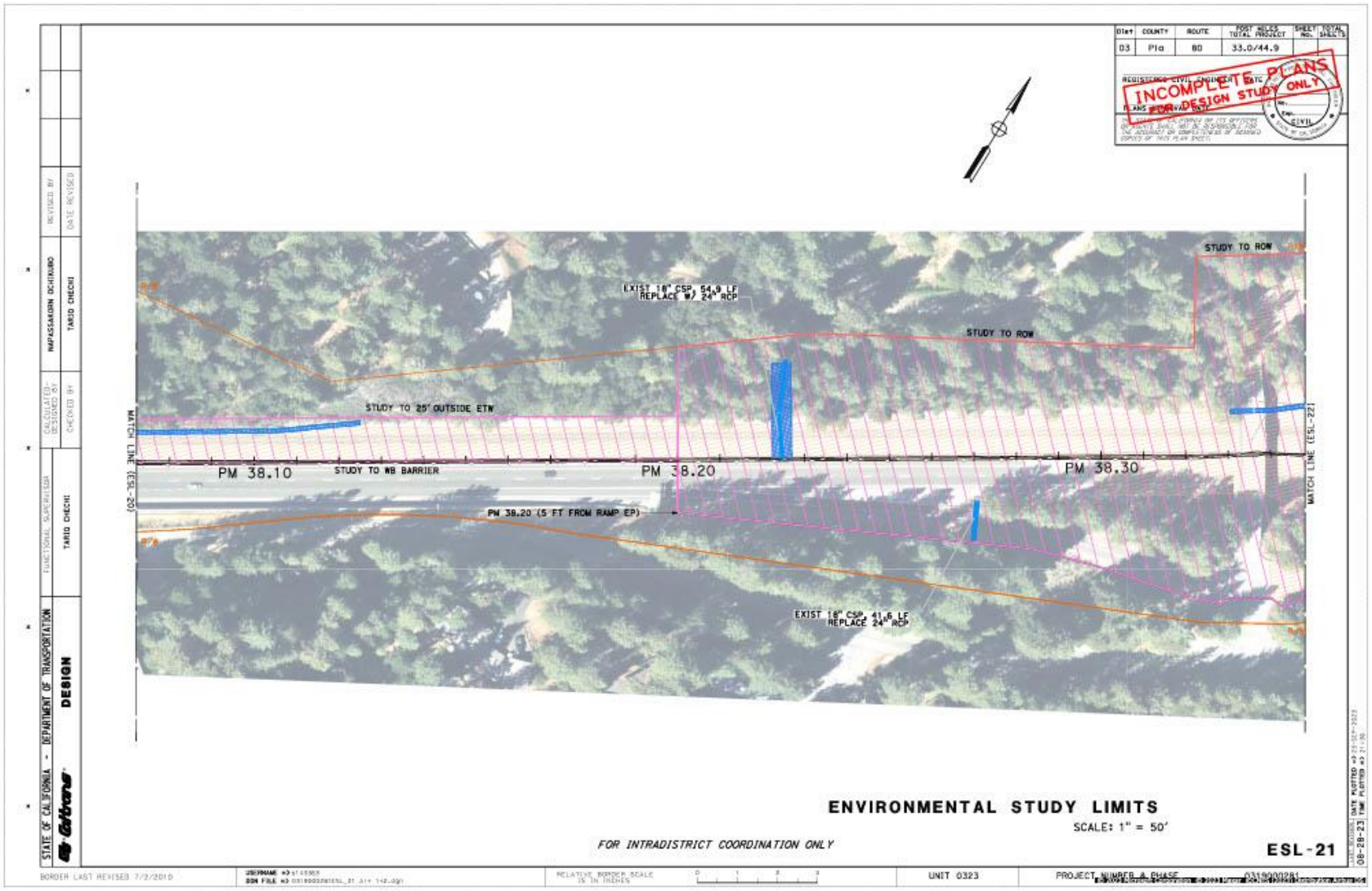

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
STUDY TO WB BARRIER
PM 37.10
PM 37.00
36.90
MATCH LINE (ESL-17)
MATCH LINE (ESL-15)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-16
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIO CHICHI
NAPASSAKORN OCHIKUBO
TARIO CHICHI
UNIT 0323

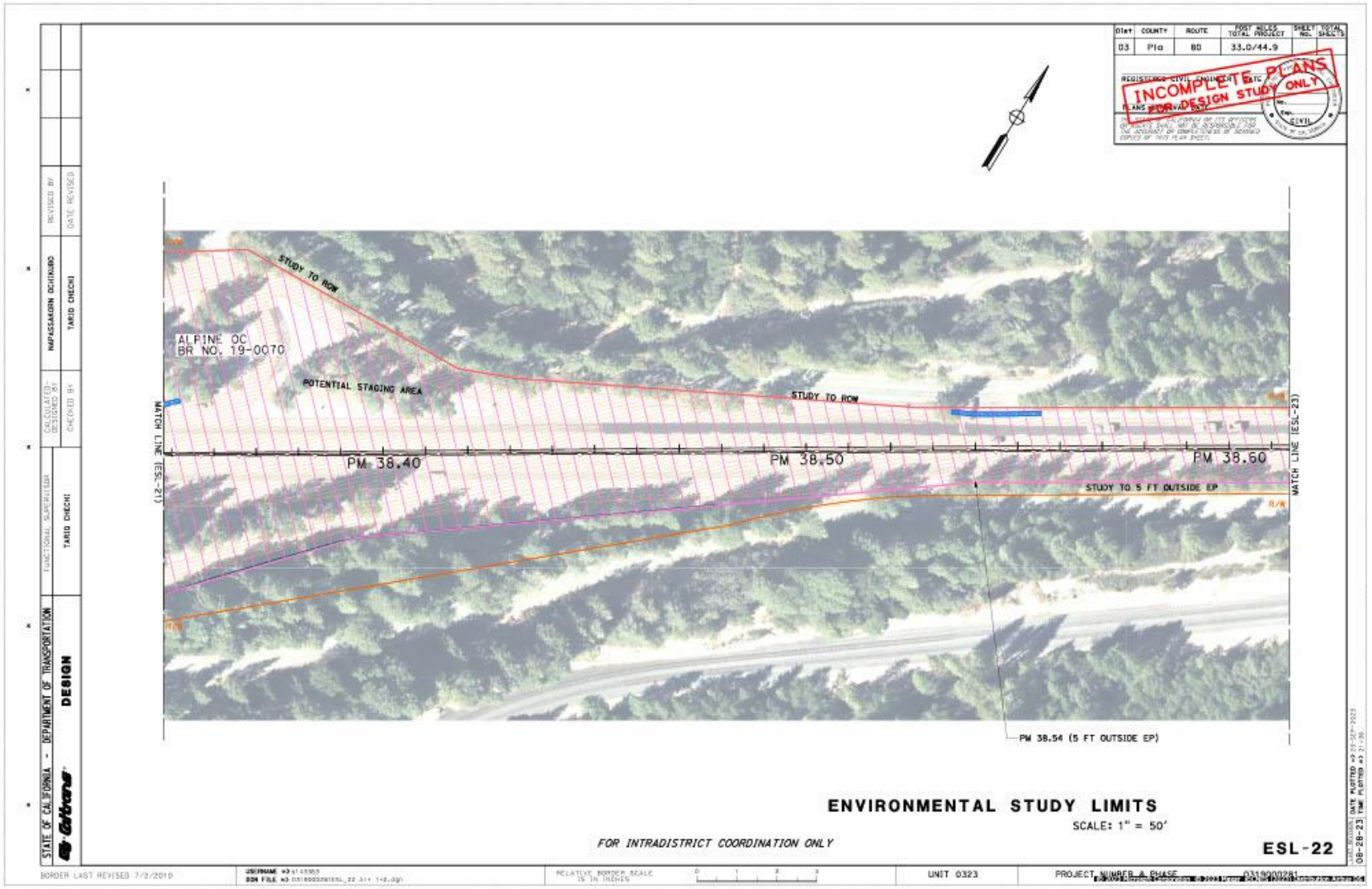

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
STUDY TO NB BARRIER
PM 37.20
PM 37.30
STUDY TO WB BARRIER
MATCH LINE (ESL-16)
MATCH LINE (ESL-18)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-17
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARID CHECHI
NAPASSAKORN OCHIKUBO
TARID CHECHI
UNIT 0323


INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
PM 37.40
STUDY TO WB BARRIER
PM 37.50
STUDY TO WB BARRIER
PM 37.60
MATCH LINE (ESL-17)
MATCH LINE (ESL-19)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-18
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

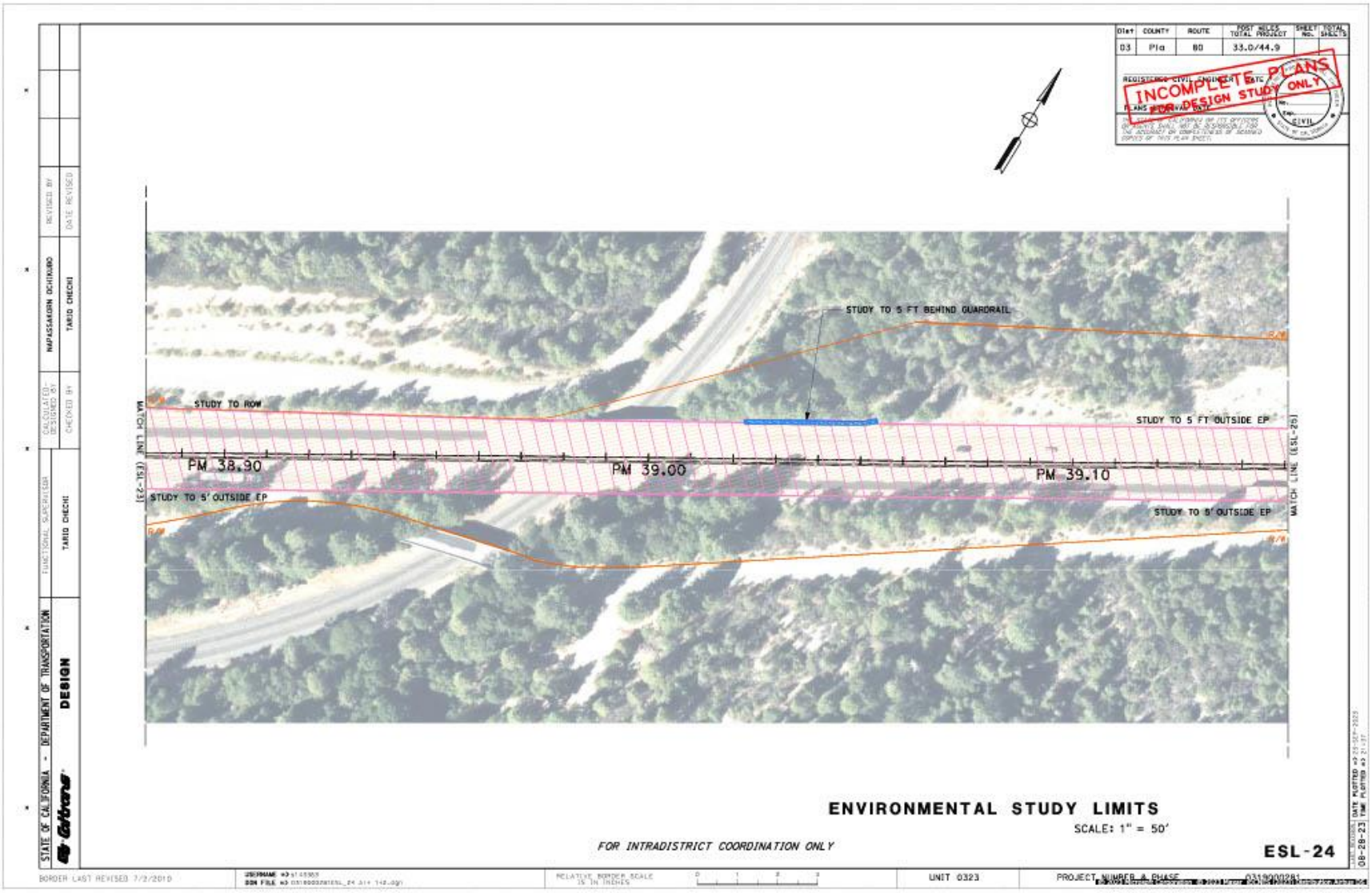

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 25' BEHIND ET#
STUDY TO #8 BARRIER
BR NO. MAGRA OC 19-0092
BR NO. MAGRA OC 19-0092
PM 37.70
PM 37.80
MATCH LINE (ESL-18)
MATCH LINE (ESL-20)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-19
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIO CHECHI
NAPASSAKORN OCHIURO
TARIO CHECHI
UNIT 0323

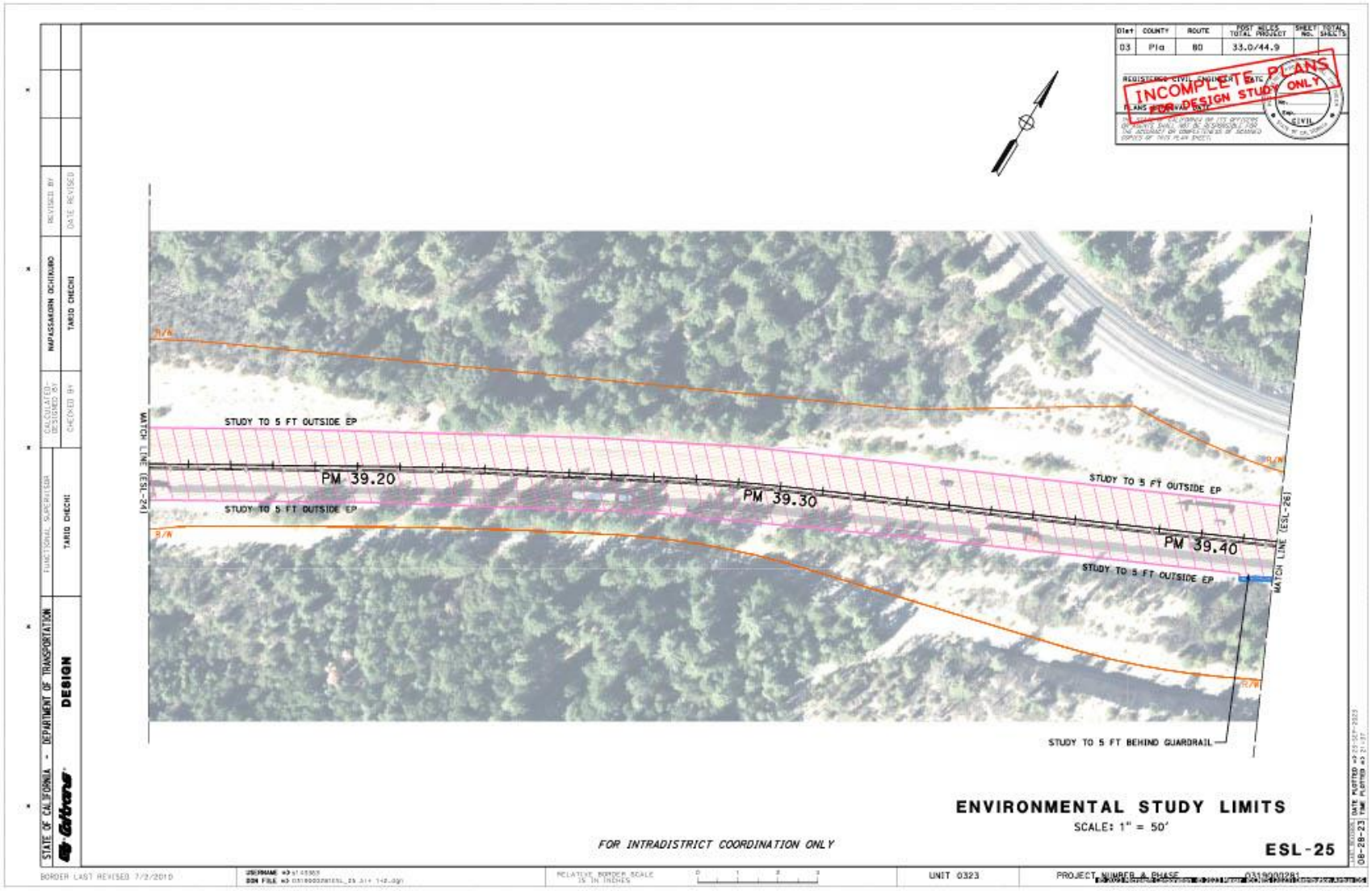

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 25' OUTSIDE ETW
STUDY TO WB BARRIER
PM 37.90
PM 38.00
MATCH LINE (ESL-19)
MATCH LINE (ESL-20)
EXIST 18" CSP 93.1 LF
REPLACE W/ 24" RCP
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-20
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
NAPASSAKORN OCHIKUBO
TAREQ CHECHI
TAREQ CHECHI
UNIT 0323

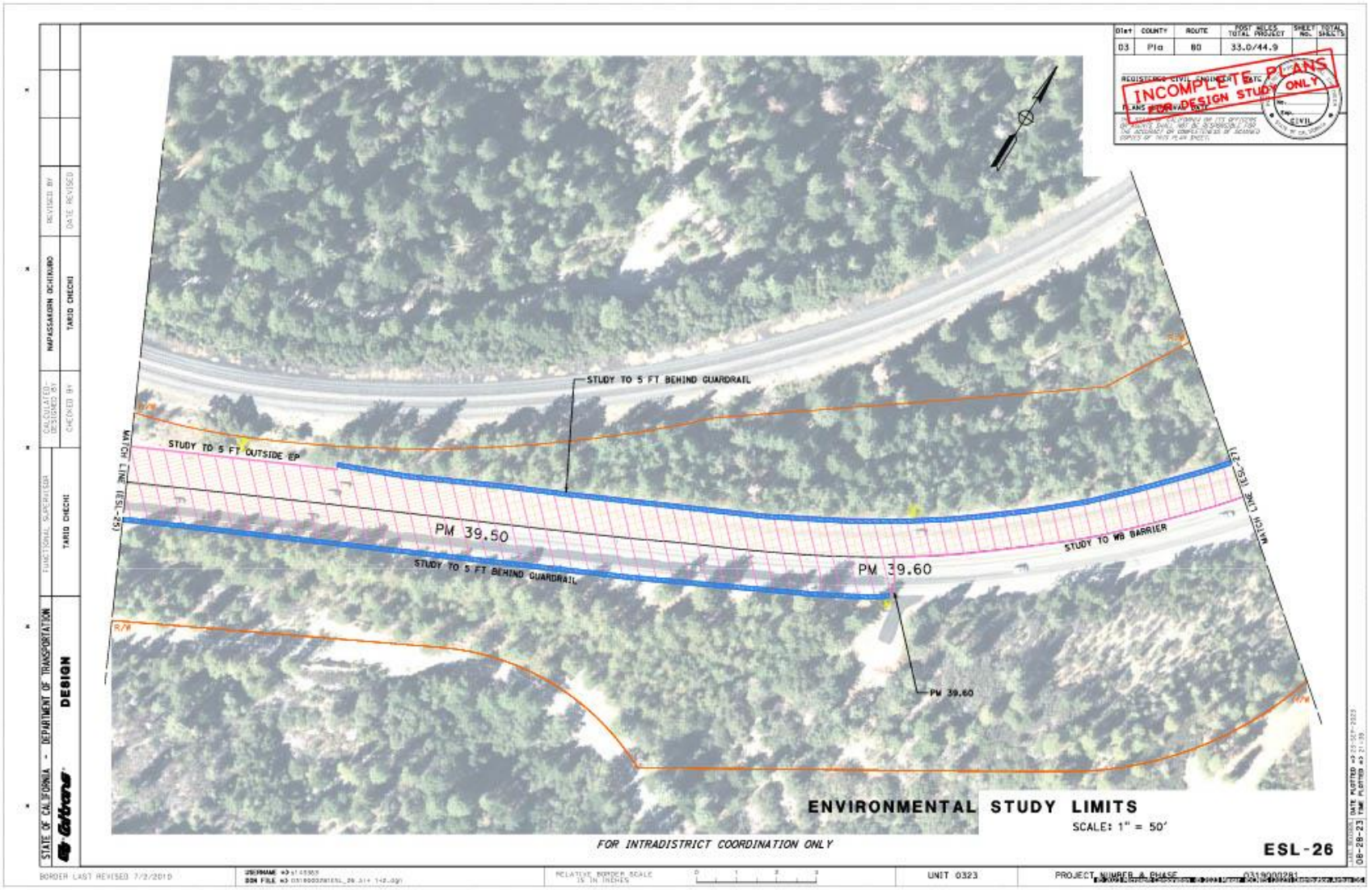

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO ROW
EXIST 18" CSP, 54.9 LF
REPLACE W/ 24" RCP
STUDY TO ROW
STUDY TO 25' OUTSIDE ETW
MATCH LINE (ESL-20)
PM 38.10
STUDY TO WB BARRIER
PM 38.20
PM 38.30
MATCH LINE (ESL-22)
PM 38.20 (5 FT FROM RAMP EP)
EXIST 18" CSP, 41.6 LF
REPLACE 24" RCP
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-21
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIQ CHECHI
CALCULATED-DESIGNED BY
NAPASSAKORN OCHIURO
CHECKED BY
TARIQ CHECHI
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0323

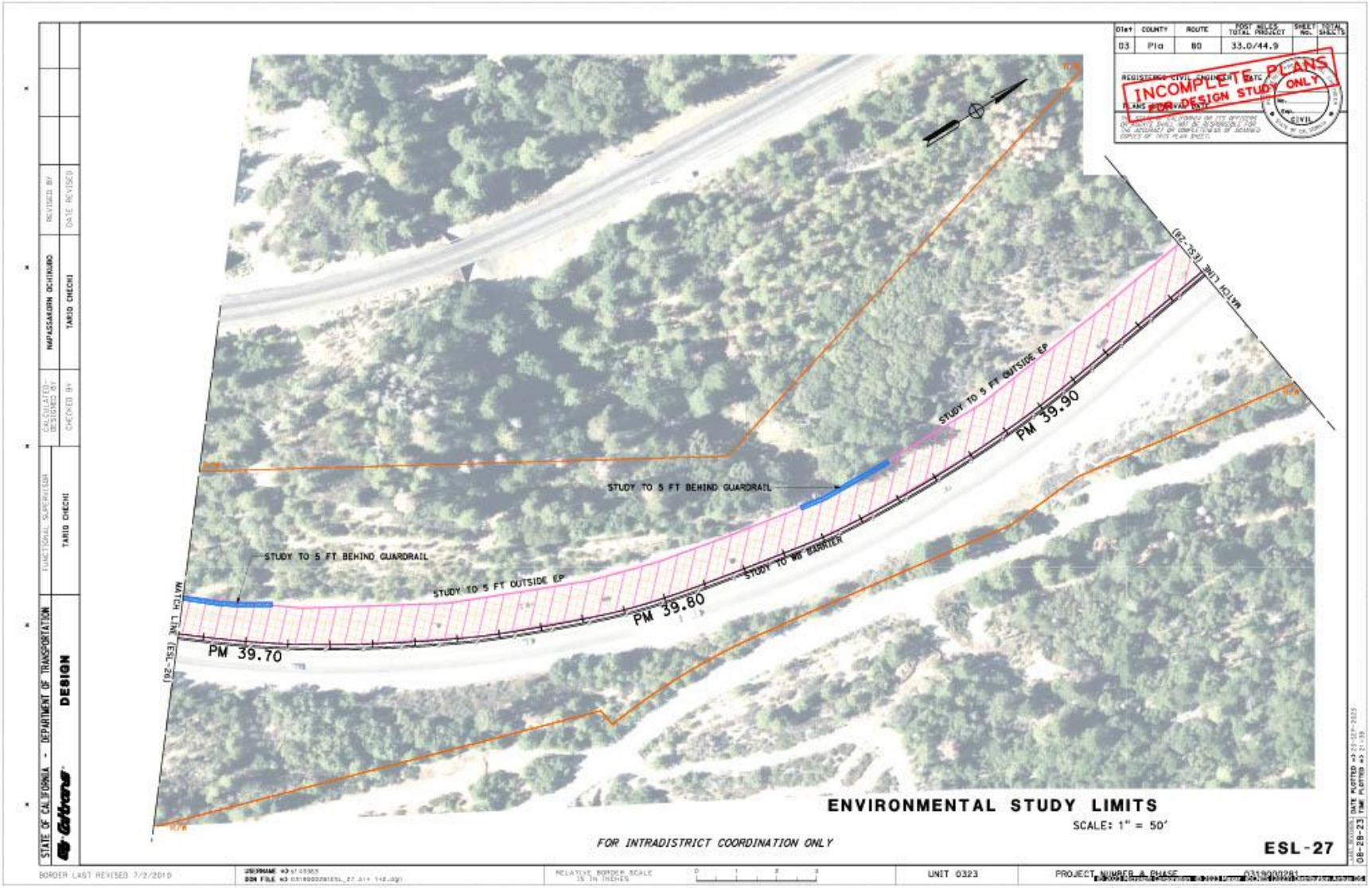

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO ROW
ALPINE OC
BR NO. 19-0070
POTENTIAL STAGING AREA
STUDY TO ROW
PM 38.40
PM 38.50
PM 38.60
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-21)
MATCH LINE (ESL-23)
PM 38.54 (5 FT OUTSIDE EP)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-22
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
HAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

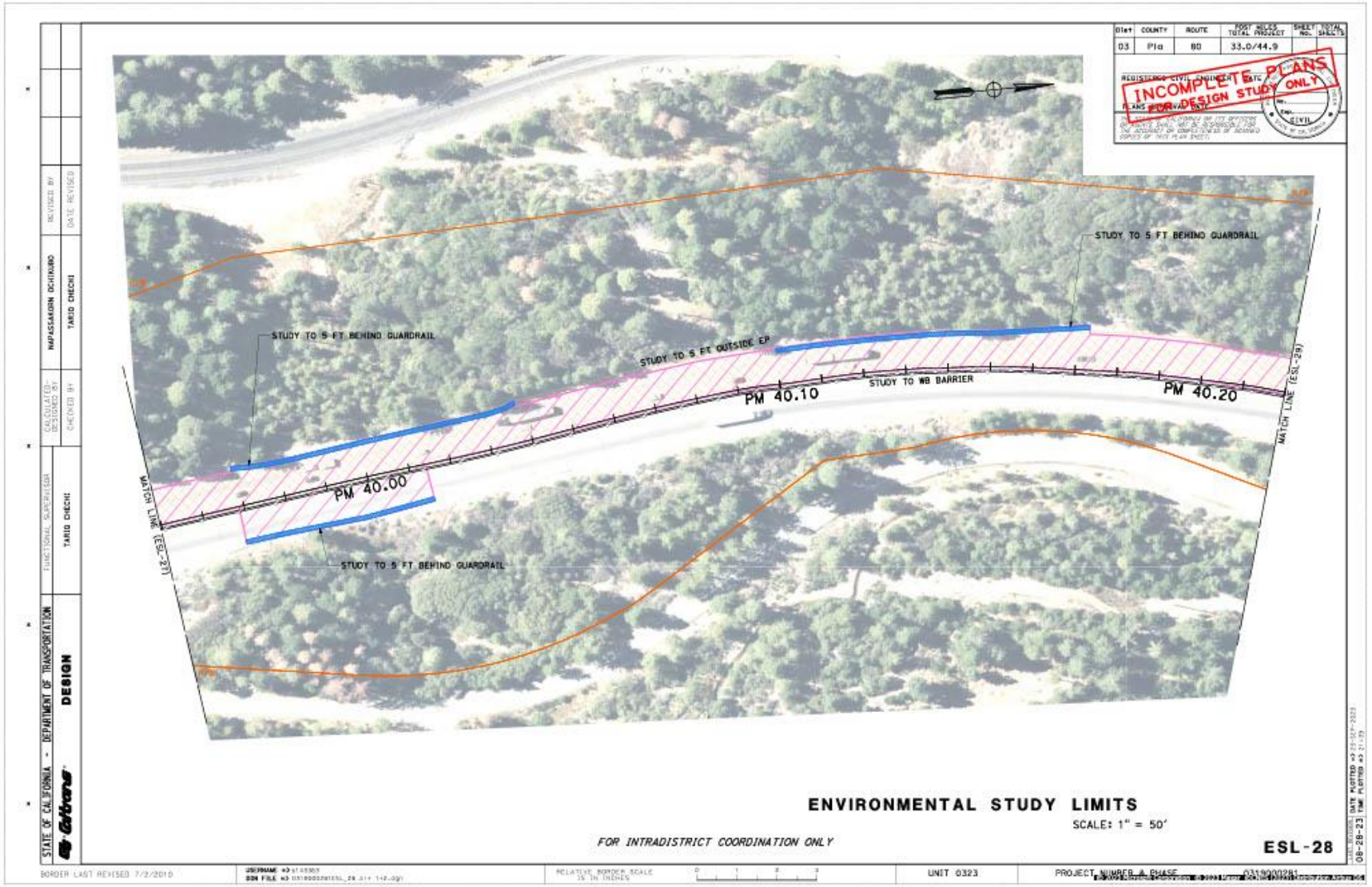

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO ROW
STUDY TO ROW
PM 38.80
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-22)
MATCH LINE (ESL-24)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-23
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIQ CHECHI
CALCULATED-DESIGNED BY
CHECKED BY
NAPASSAKORN OCHIURO
TARIQ CHECHI
REVISED BY
DATE REVISED
UNIT 0323

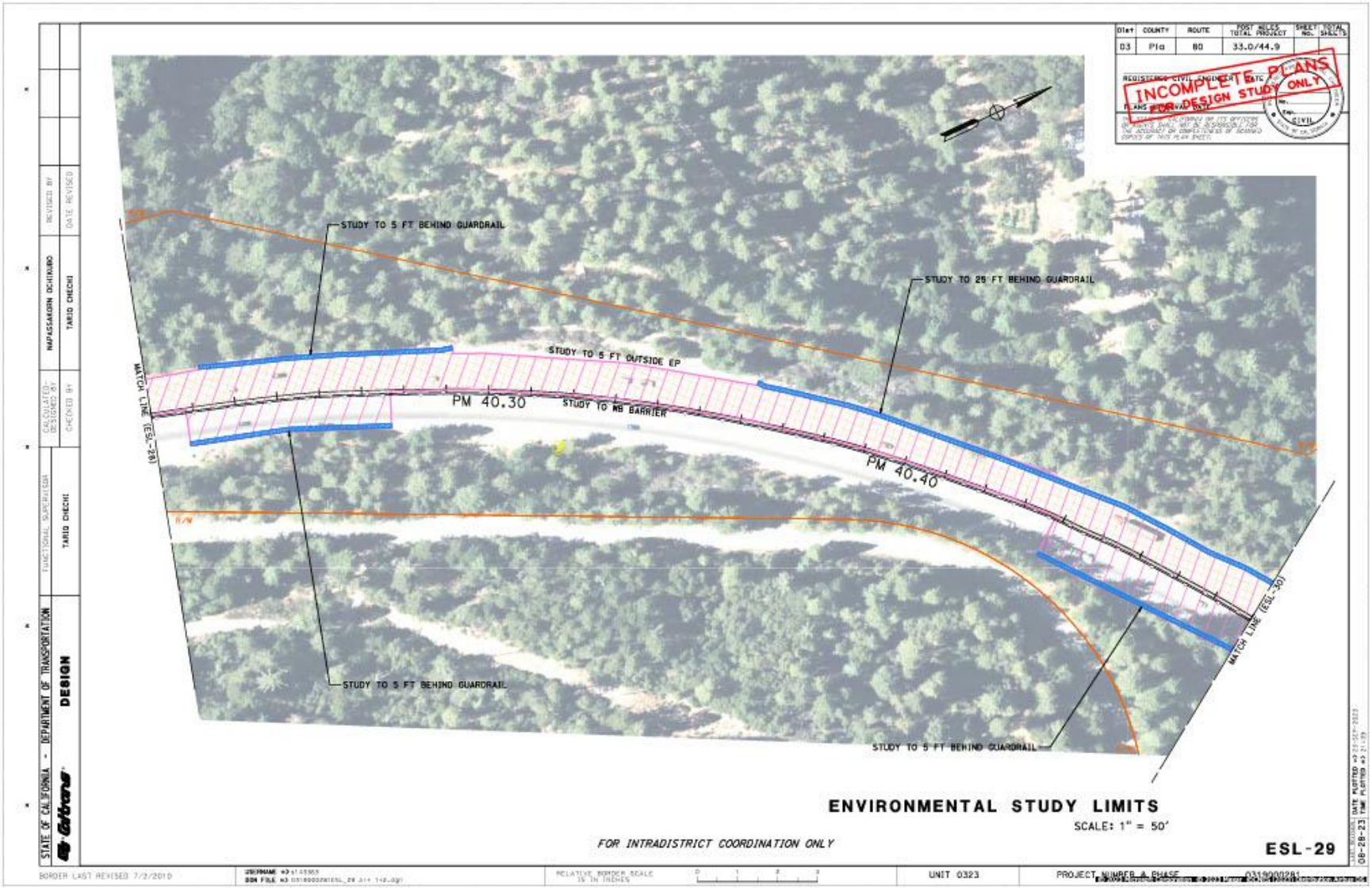

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO ROW
STUDY TO 5 FT OUTSIDE EP
STUDY TO 5' OUTSIDE EP
STUDY TO 5' OUTSIDE EP
PM 38.90
PM 39.00
PM 39.10
MATCH LINE (ESL-23)
MATCH LINE (ESL-25)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-24
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIO CHICHI
NAPASSAORN OCHIKUBO
TARIO CHICHI
UNIT 0323

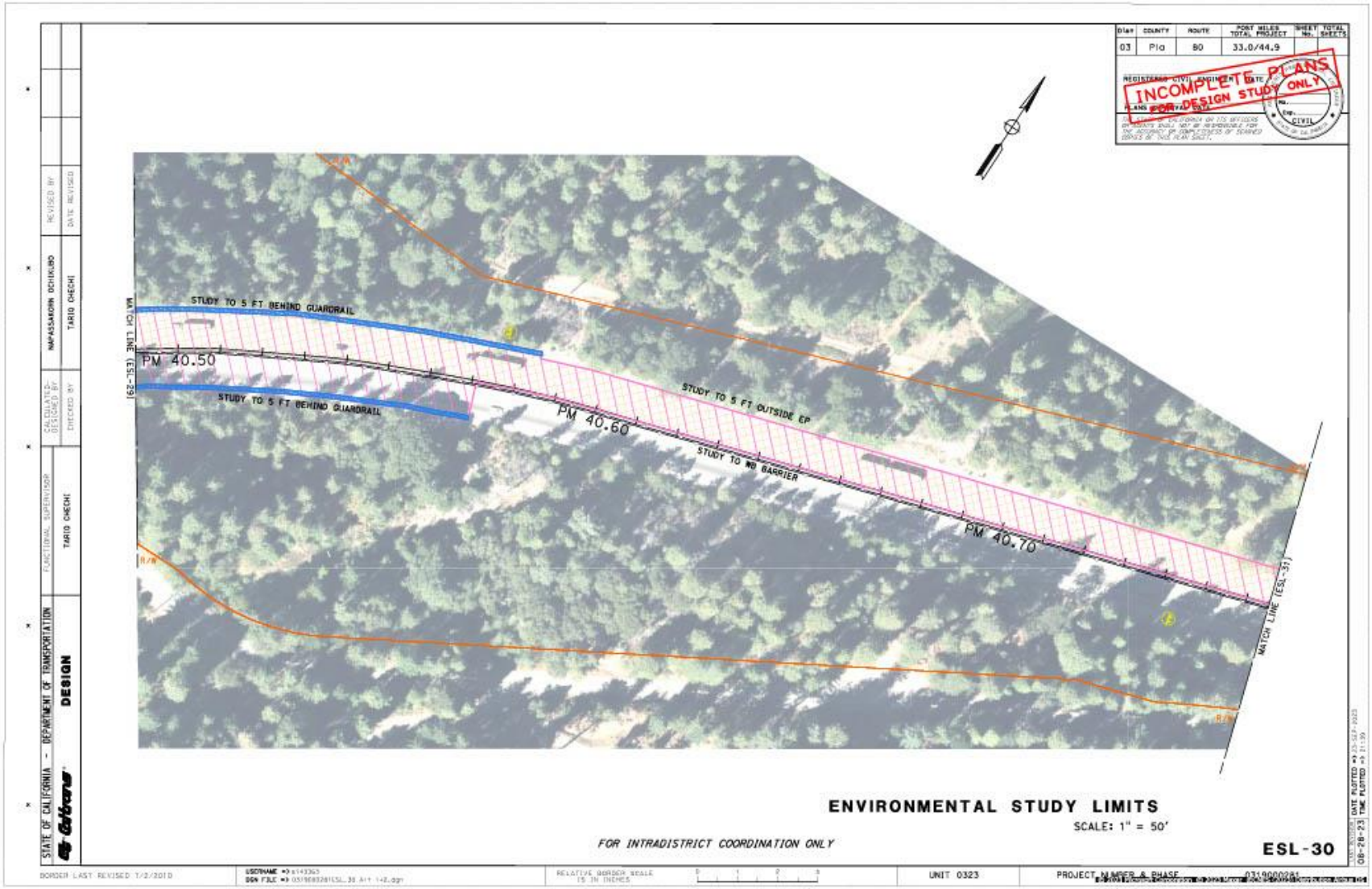

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
PM 39.20
PM 39.30
PM 39.40
STUDY TO 5 FT OUTSIDE EP
STUDY TO 5 FT OUTSIDE EP
STUDY TO 5 FT OUTSIDE EP
STUDY TO 5 FT BEHIND GUARDRAIL
MATCH LINE (ESL-24)
MATCH LINE (ESL-26)
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-25
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

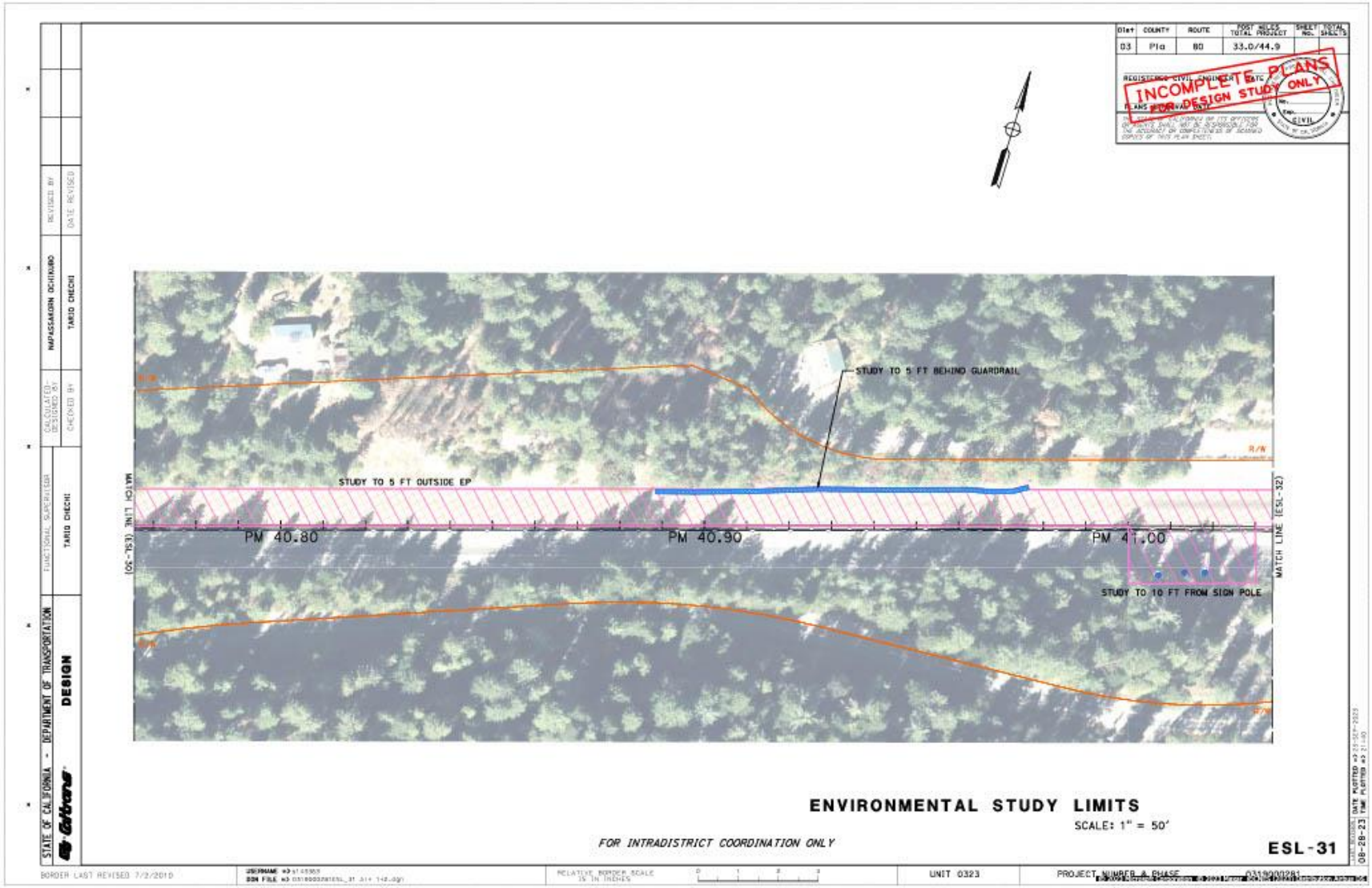

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-25)
PM 39.50
STUDY TO 5 FT BEHIND GUARDRAIL
PM 39.60
STUDY TO WB BARRIER
MATCH LINE (ESL-27)
PM 39.60
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-26
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
HAPASSAKORN OCHIKUBO
TAREQ CHECHI
TAREQ CHECHI
UNIT 0323

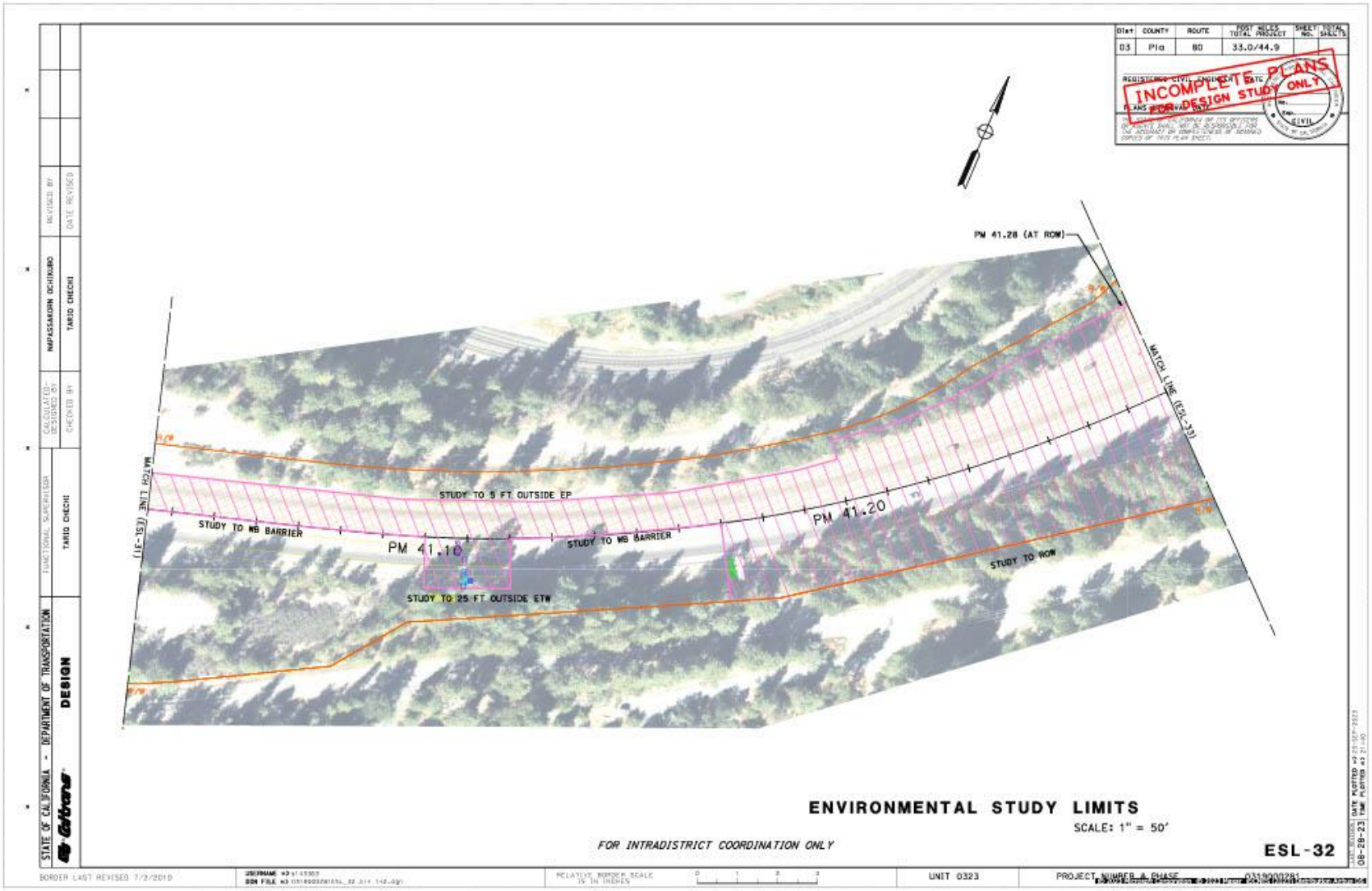

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
PM 39.90
MATCH LINE (ESL-28)
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 39.80
PM 39.70
MATCH LINE (ESL-28)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-27
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

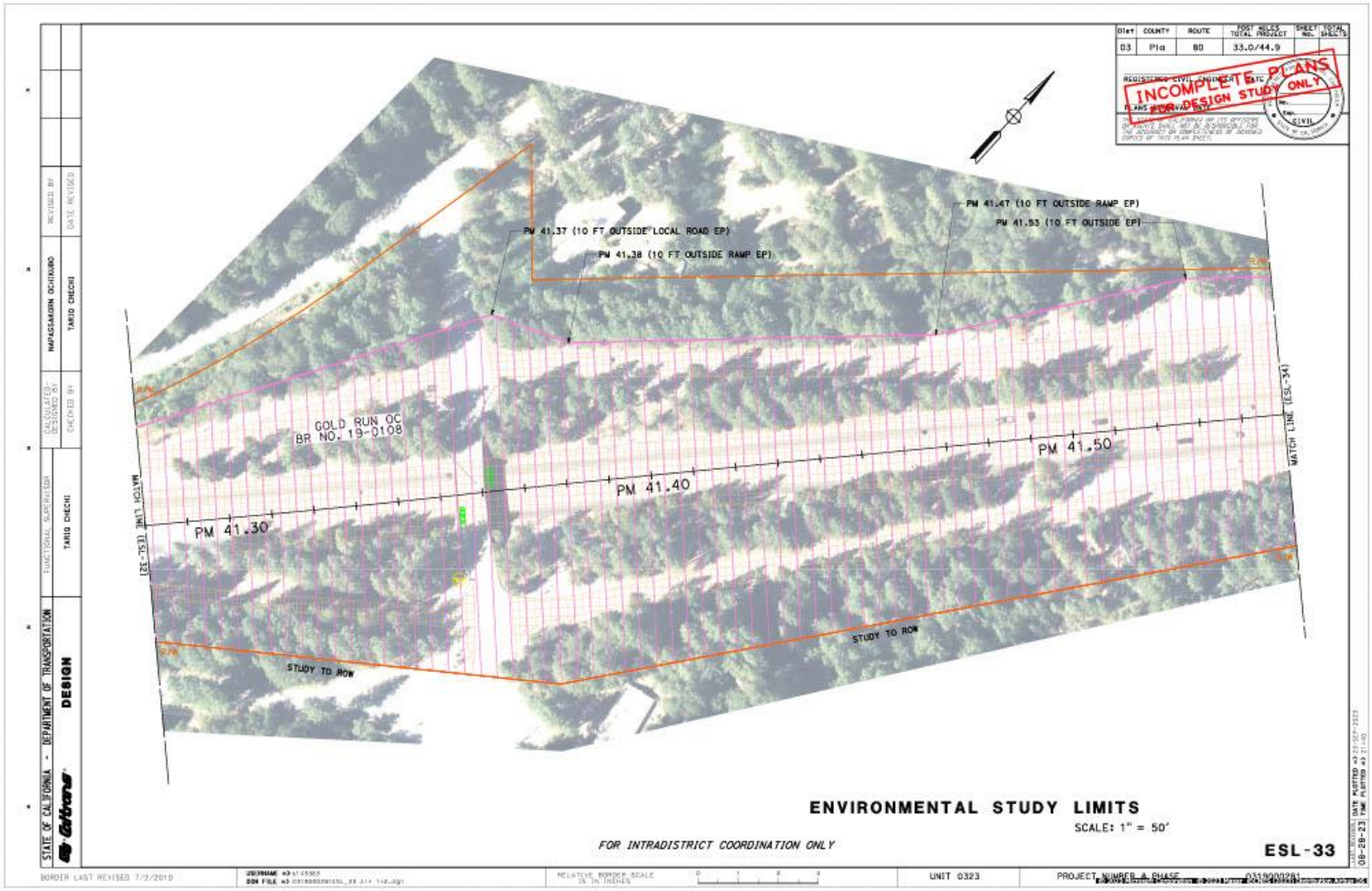

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 40.10
PM 40.20
PM 40.00
MATCH LINE (ESL-29)
MATCH LINE (ESL-27)
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT BEHIND GUARDRAIL
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-28
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ DHEDHI
NAPASSAORN OCHIKUBO
TARIQ DHEDHI
UNIT 0323

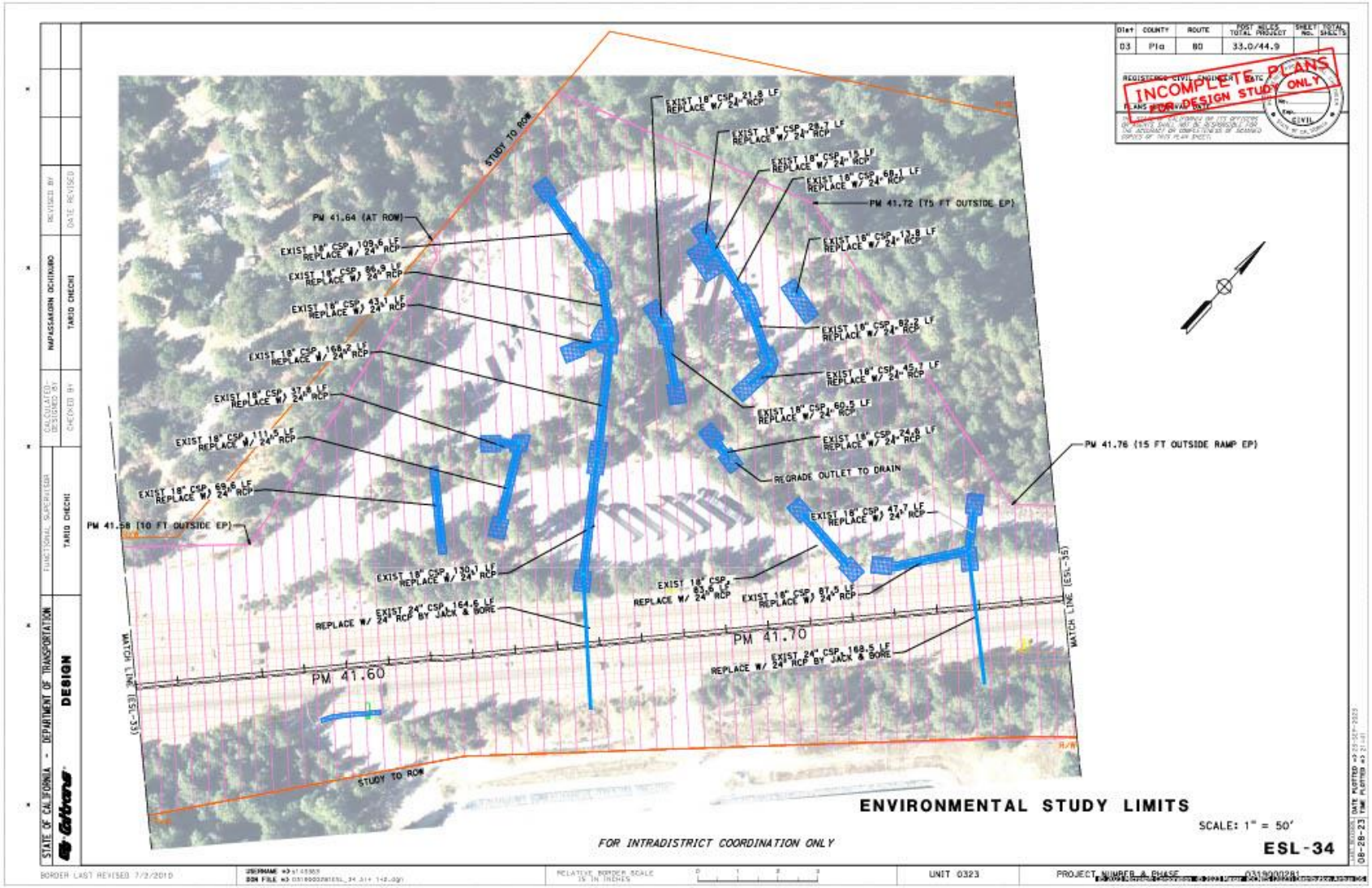

STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 25 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
PM 40.30
STUDY TO NB BARRIER
PM 40.40
MATCH LINE (ESL-28)
MATCH LINE (ESL-30)
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT BEHIND GUARDRAIL
INCOMPLETE PLANS
DESIGN STUDY ONLY
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-29
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
UNIT 0323

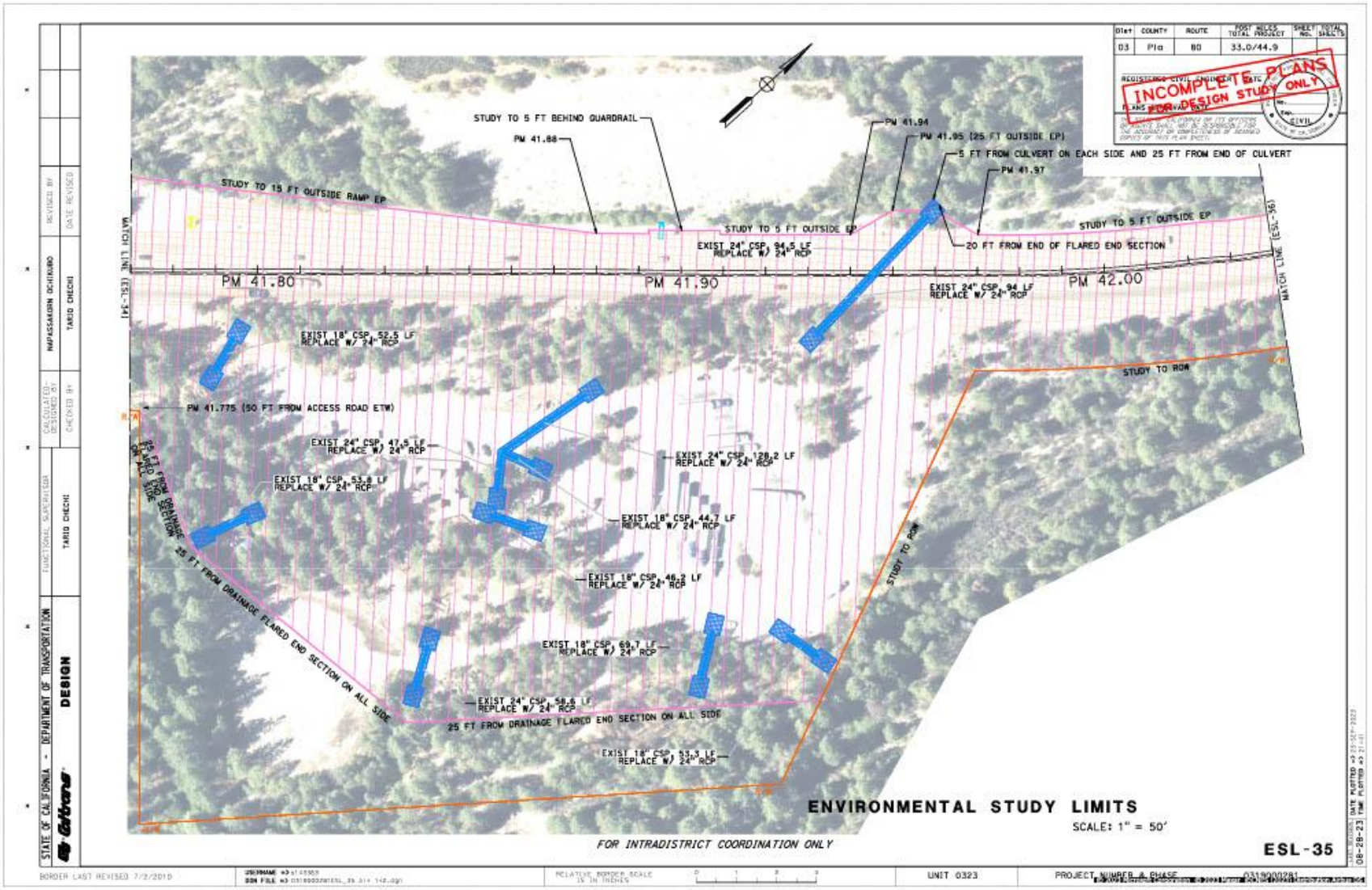

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
PM 40.50
STUDY TO 5 FT BEHIND GUARDRAIL
PM 40.60
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 40.70
MATCH LINE (ESL-29)
MATCH LINE (ESL-31)
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-30
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSARON OCHIKUBO
TARIQ CHECHI
UNIT 0323

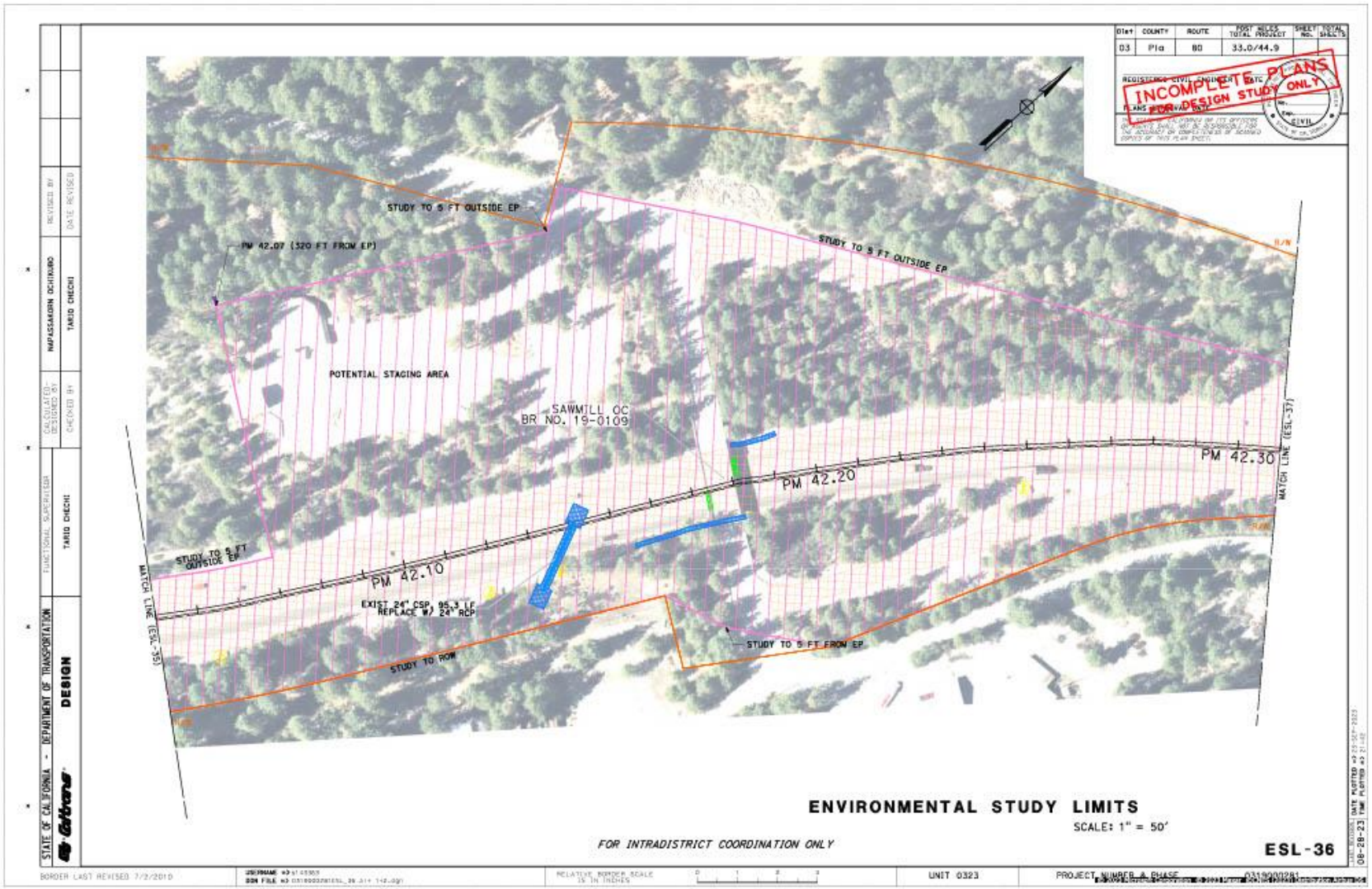

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
PM 40.80
PM 40.90
PM 41.00
STUDY TO 10 FT FROM SIGN POLE
MATCH LINE (ESL-30)
MATCH LINE (ESL-32)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-31
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ DHEDHI
NAPASSAORN OCHIKUBO
UNIT 0323

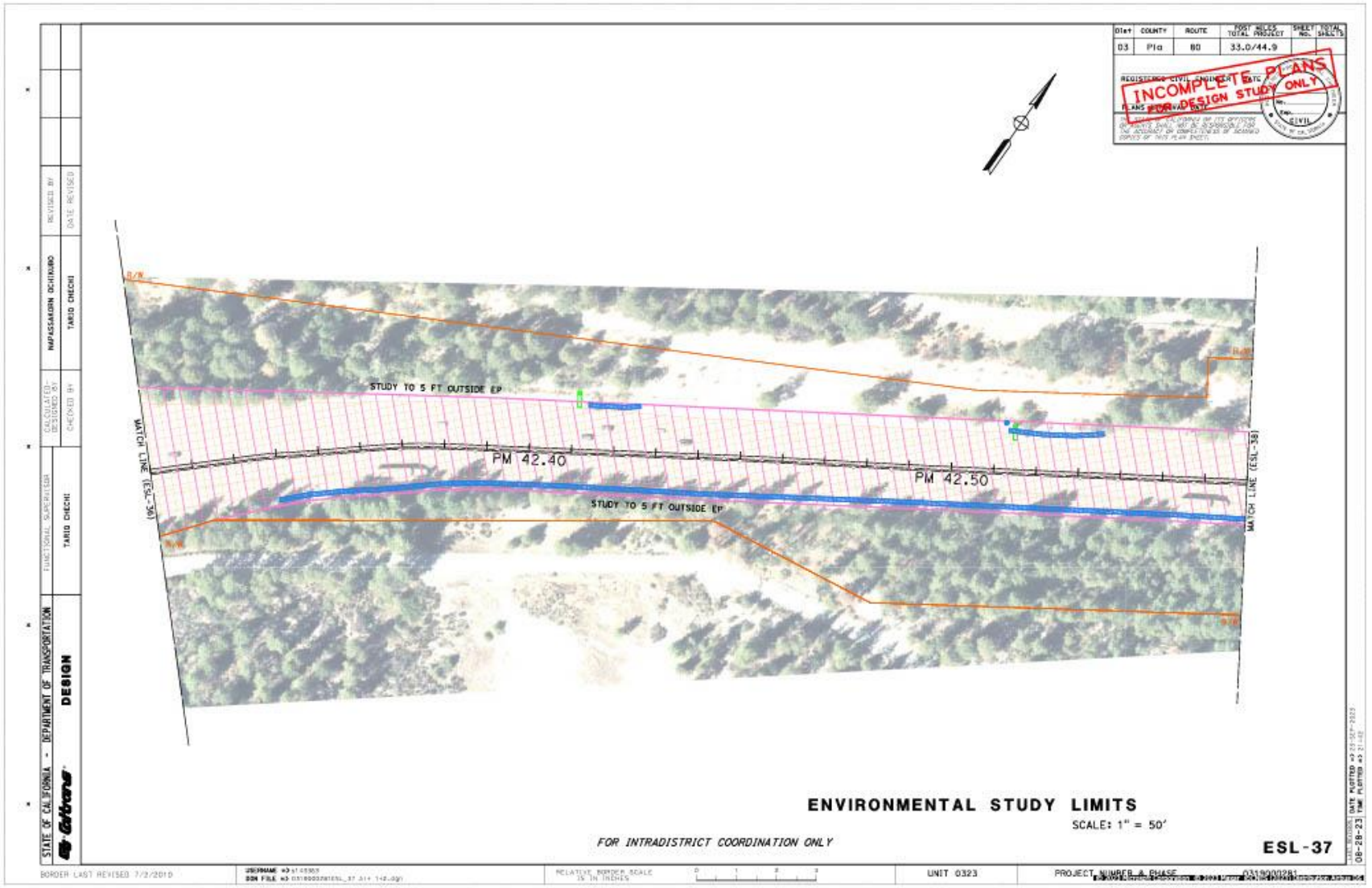

INCOMPLETE PLANS
DESIGN STUDY ONLY
PM 41.28 (AT ROW)
MATCH LINE (ESL-33)
MATCH LINE (ESL-31)
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 41.10
STUDY TO WB BARRIER
PM 41.20
STUDY TO ROW
STUDY TO 25 FT OUTSIDE ETW
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-32
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

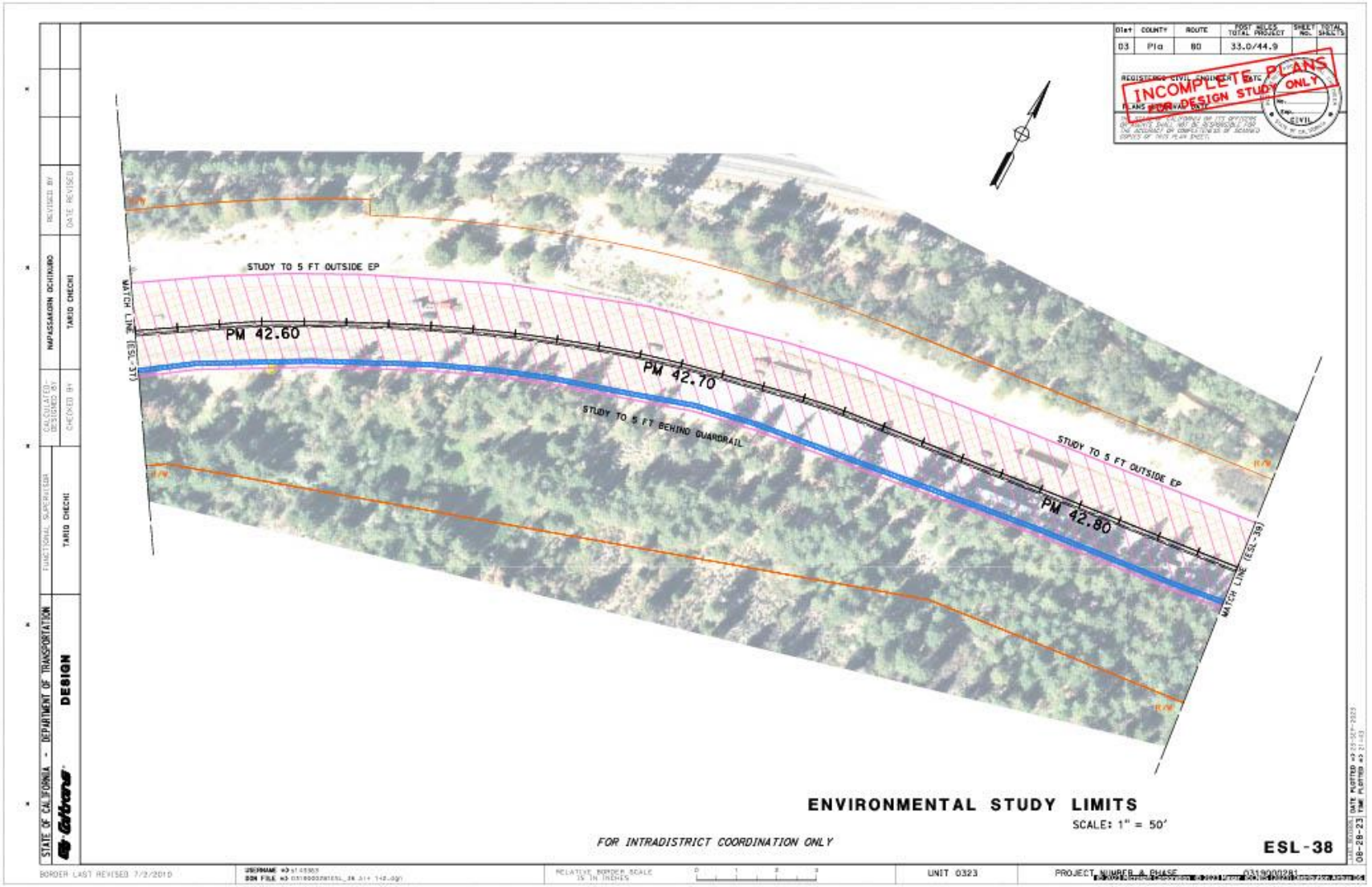

INCOMPLETE PLANS
DESIGN STUDY ONLY
PM 41.37 (10 FT OUTSIDE LOCAL ROAD EP)
PM 41.38 (10 FT OUTSIDE RAMP EP)
PM 41.47 (10 FT OUTSIDE RAMP EP)
PM 41.53 (10 FT OUTSIDE EP)
GOLD RUN OC
BR NO. 19-0108
PM 41.30
PM 41.40
PM 41.50
MATCH LINE (ESL-32)
MATCH LINE (ESL-34)
STUDY TO ROW
STUDY TO ROW
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-33
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHICHI
NAPASSAKORN OCHIKUBO
TARIQ CHICHI
UNIT 0323

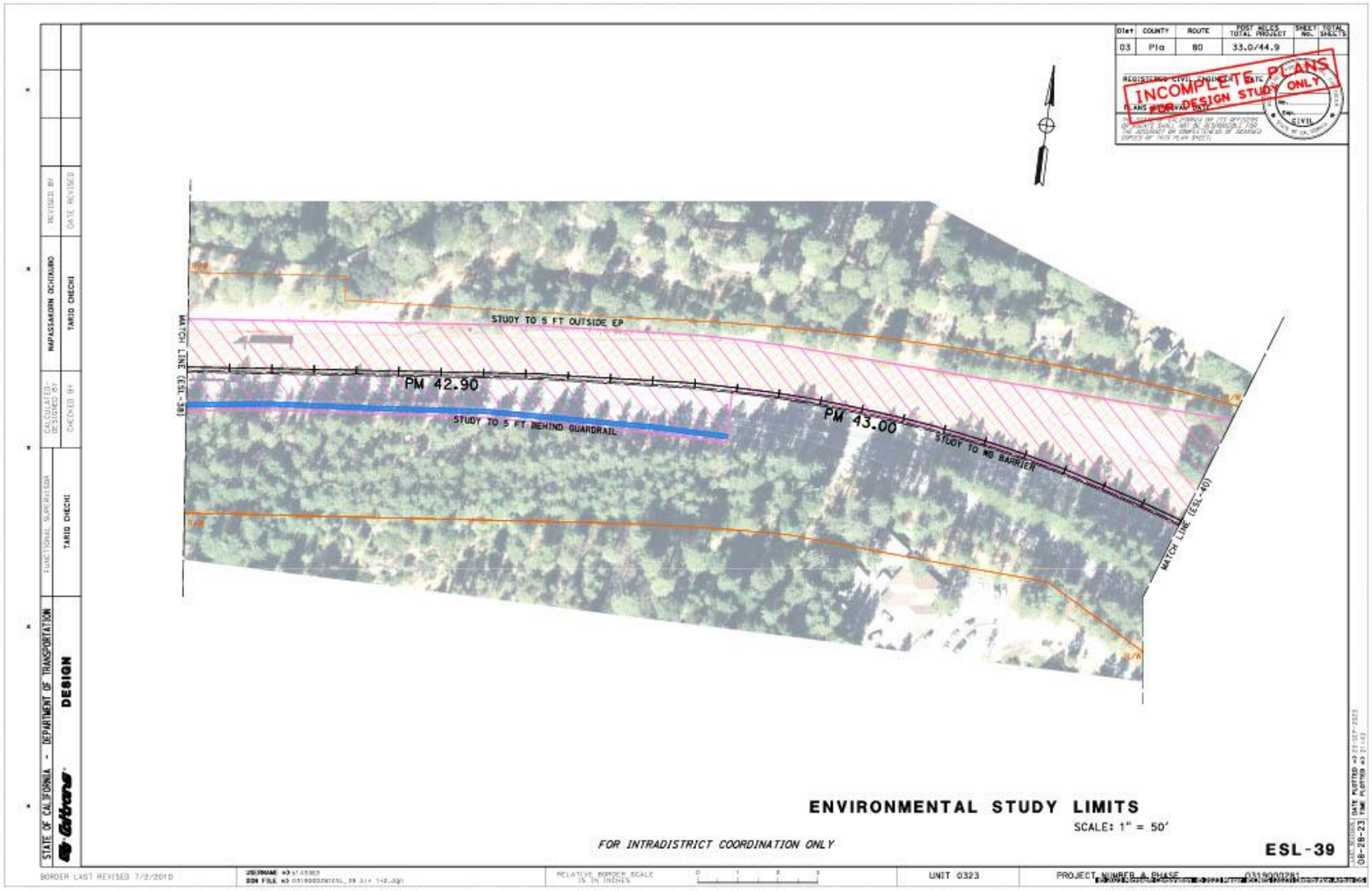

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO ROW
PM 41.64 (AT ROW)
EXIST 18" CSP 109.6 LF REPLACE W/ 24" RCP
EXIST 18" CSP 86.9 LF REPLACE W/ 24" RCP
EXIST 18" CSP 43.1 LF REPLACE W/ 24" RCP
EXIST 18" CSP 168.2 LF REPLACE W/ 24" RCP
EXIST 18" CSP 37.6 LF REPLACE W/ 24" RCP
EXIST 18" CSP 111.5 LF REPLACE W/ 24" RCP
EXIST 18" CSP 69.6 LF REPLACE W/ 24" RCP
PM 41.58 (10 FT OUTSIDE EP)
EXIST 18" CSP 21.8 LF REPLACE W/ 24" RCP
EXIST 18" CSP 28.7 LF REPLACE W/ 24" RCP
EXIST 18" CSP 15 LF REPLACE W/ 24" RCP
EXIST 18" CSP 68.1 LF REPLACE W/ 24" RCP
PM 41.72 (75 FT OUTSIDE EP)
EXIST 18" CSP 13.8 LF REPLACE W/ 24" RCP
EXIST 18" CSP 82.2 LF REPLACE W/ 24" RCP
EXIST 18" CSP 45.7 LF REPLACE W/ 24" RCP
EXIST 18" CSP 60.5 LF REPLACE W/ 24" RCP
EXIST 18" CSP 24.8 LF REPLACE W/ 24" RCP
REGRADE OUTLET TO DRAIN
PM 41.76 (15 FT OUTSIDE RAMP EP)
EXIST 18" CSP 47.7 LF REPLACE W/ 24" RCP
EXIST 18" CSP 130.1 LF REPLACE W/ 24" RCP
EXIST 18" CSP 83.6 LF REPLACE W/ 24" RCP
EXIST 18" CSP 87.5 LF REPLACE W/ 24" RCP
REPLACE W/ EXIST 24" CSP 164.6 LF 24" RCP BY JACK & BORE
REPLACE W/ EXIST 24" CSP 168.5 LF 24" RCP BY JACK & BORE
PM 41.70
PM 41.60
MATCH LINE (ESL-35)
MATCH LINE (ESL-35)
STUDY TO ROW
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-34
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIO CHICHI
CALCULATED/DESIGNED BY
NAPASSAKORN OCHIKURO
CHECKED BY
TARIO CHICHI
REVISED BY
DATE REVISED
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET NO.
TOTAL SHEETS
03
Pla
80
33.0/44.9
UNIT 0323
08-28-23

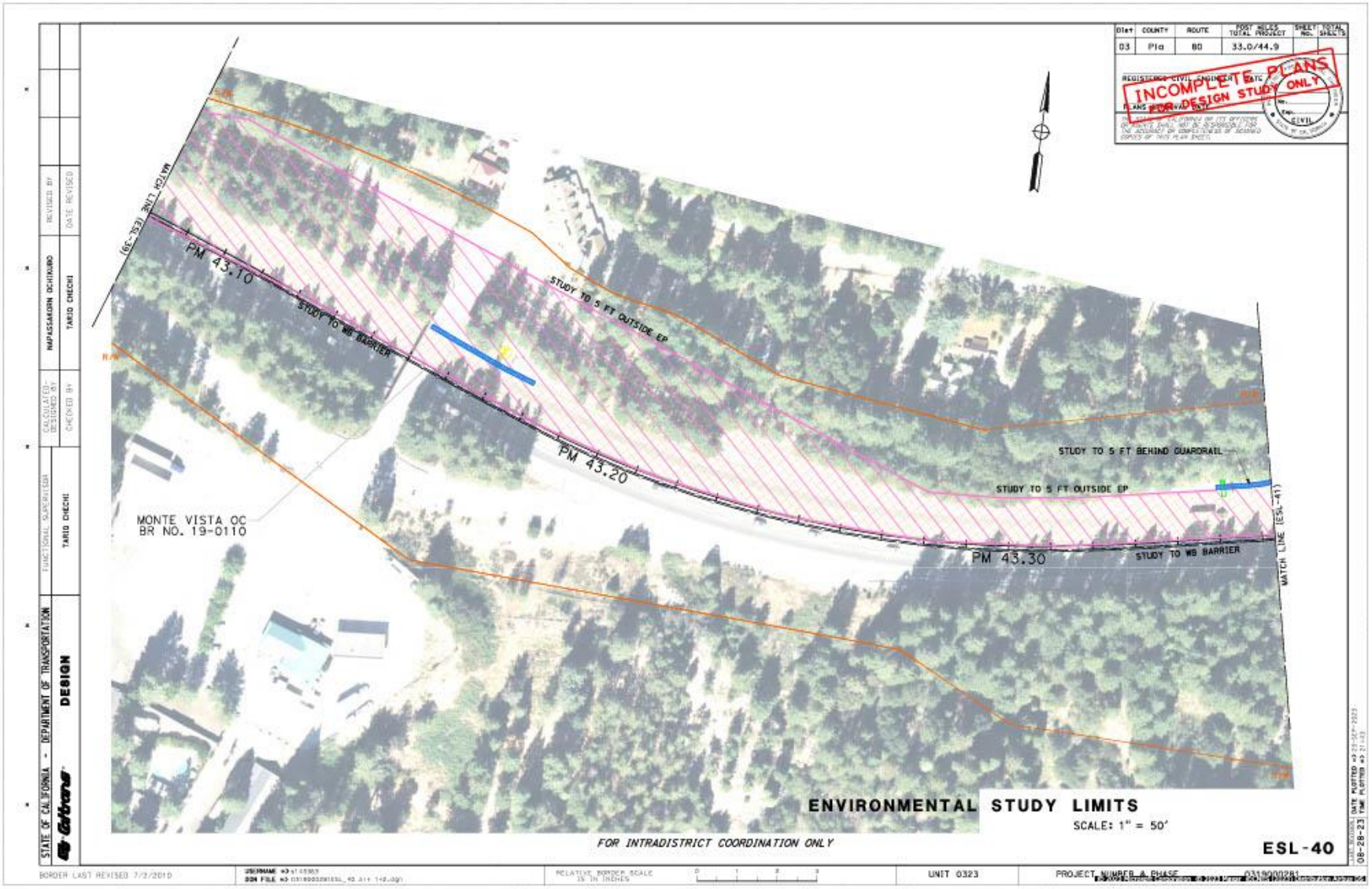

INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 5 FT BEHIND GUARDRAIL
PM 41.88
PM 41.94
PM 41.95 (25 FT OUTSIDE EP)
5 FT FROM CULVERT ON EACH SIDE AND 25 FT FROM END OF CULVERT
PM 41.97
STUDY TO 15 FT OUTSIDE RAMP EP
STUDY TO 5 FT OUTSIDE EP
EXIST 24" CSP, 94.5 LF
REPLACE W/ 24" RCP
20 FT FROM END OF FLARED END SECTION
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-34)
PM 41.80
PM 41.90
PM 42.00
EXIST 24" CSP, 94 LF
REPLACE W/ 24" RCP
MATCH LINE (ESL-36)
EXIST 18" CSP, 52.5 LF
REPLACE W/ 24" RCP
STUDY TO ROW
PM 41.775 (50 FT FROM ACCESS ROAD ETW)
EXIST 24" CSP, 47.6 LF
REPLACE W/ 24" RCP
EXIST 24" CSP, 128.2 LF
REPLACE W/ 24" RCP
EXIST 18" CSP, 53.8 LF
REPLACE W/ 24" RCP
EXIST 18" CSP, 44.7 LF
REPLACE W/ 24" RCP
25 FT FROM DRAINAGE FLARED END SECTION ON ALL SIDE
EXIST 18" CSP, 46.9 LF
REPLACE W/ 24" RCP
STUDY TO ROW
EXIST 18" CSP, 69.7 LF
REPLACE W/ 24" RCP
EXIST 24" CSP, 58.6 LF
REPLACE W/ 24" RCP
25 FT FROM DRAINAGE FLARED END SECTION ON ALL SIDE
EXIST 18" CSP, 53.3 LF
REPLACE W/ 24" RCP
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-35
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIQ CHECHI
CALCULATED/DESIGNED BY
CHECKED BY
HAPASAKORN OCHIKURO
TARIQ CHECHI
REVISED BY
DATE REVISED
UNIT 0323
BORDER LAST REVISED 7/2/2010

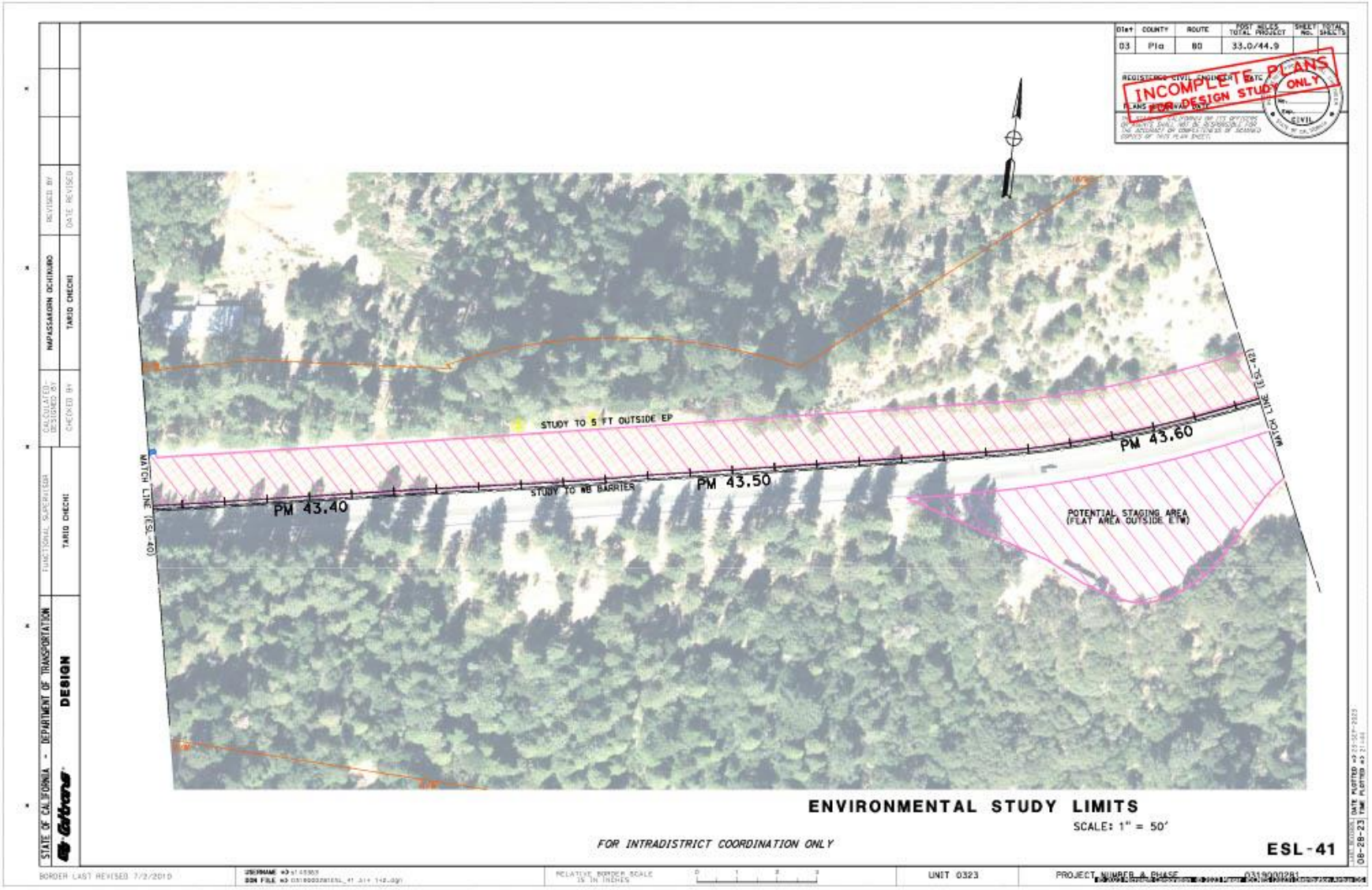

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
PM 42.07 (320 FT FROM EP)
POTENTIAL STAGING AREA
SAWMILL OC
BR NO. 19-0109
PM 42.20
PM 42.30
PM 42.10
EXIST 24" CSP, 95.3 LF
REPLACE W/ 24" RCP
STUDY TO 5 FT FROM EP
STUDY TO ROW
MATCH LINE (ESL-37)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-36
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
NAPASSAKORN OCHIKUBO
TARID CHECHI
BORDER LAST REVISED 7/2/2010
UNIT 0323

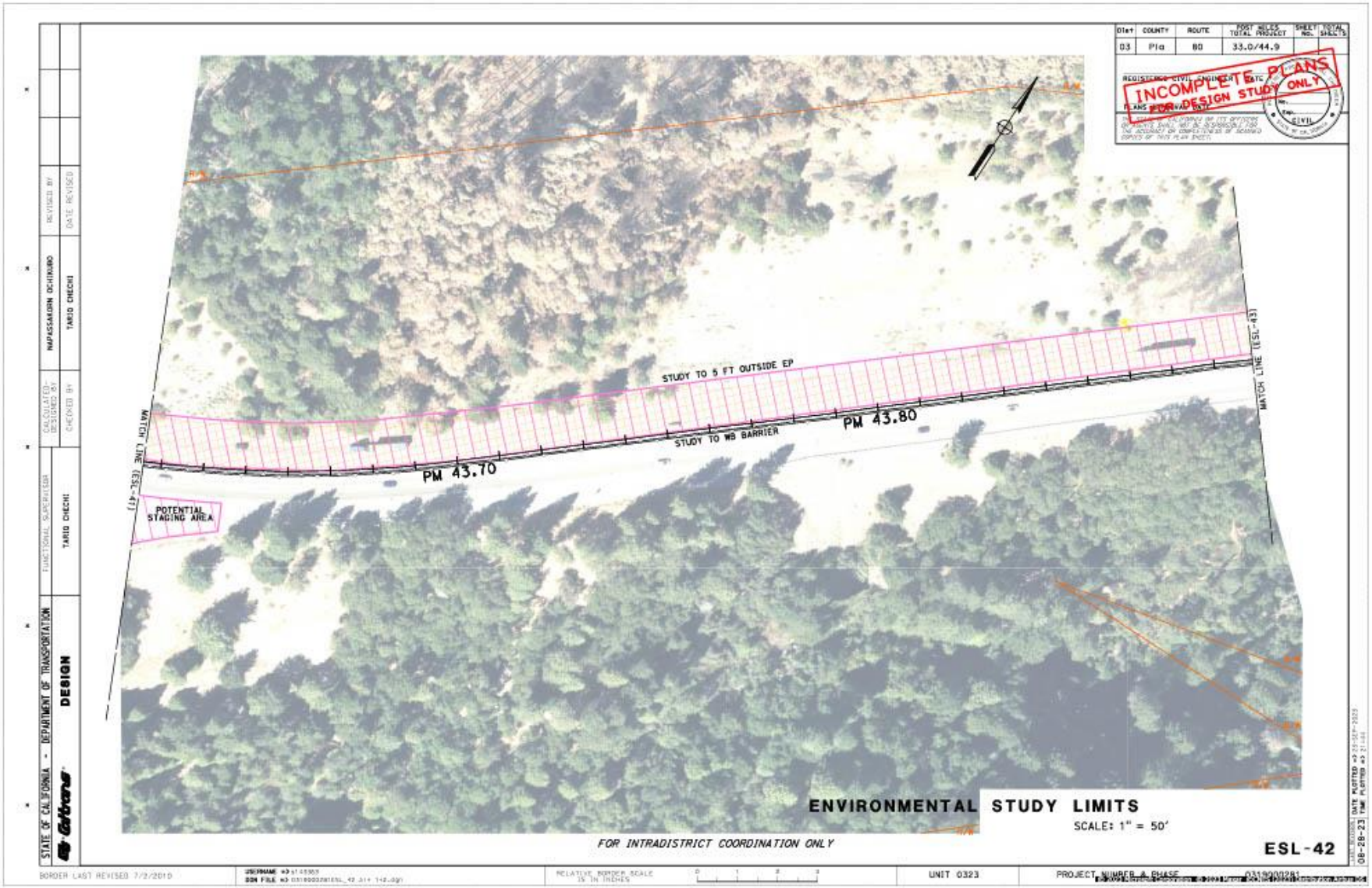

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
PM 42.40
PM 42.50
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-36)
MATCH LINE (ESL-38)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-37
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
UNIT 0323

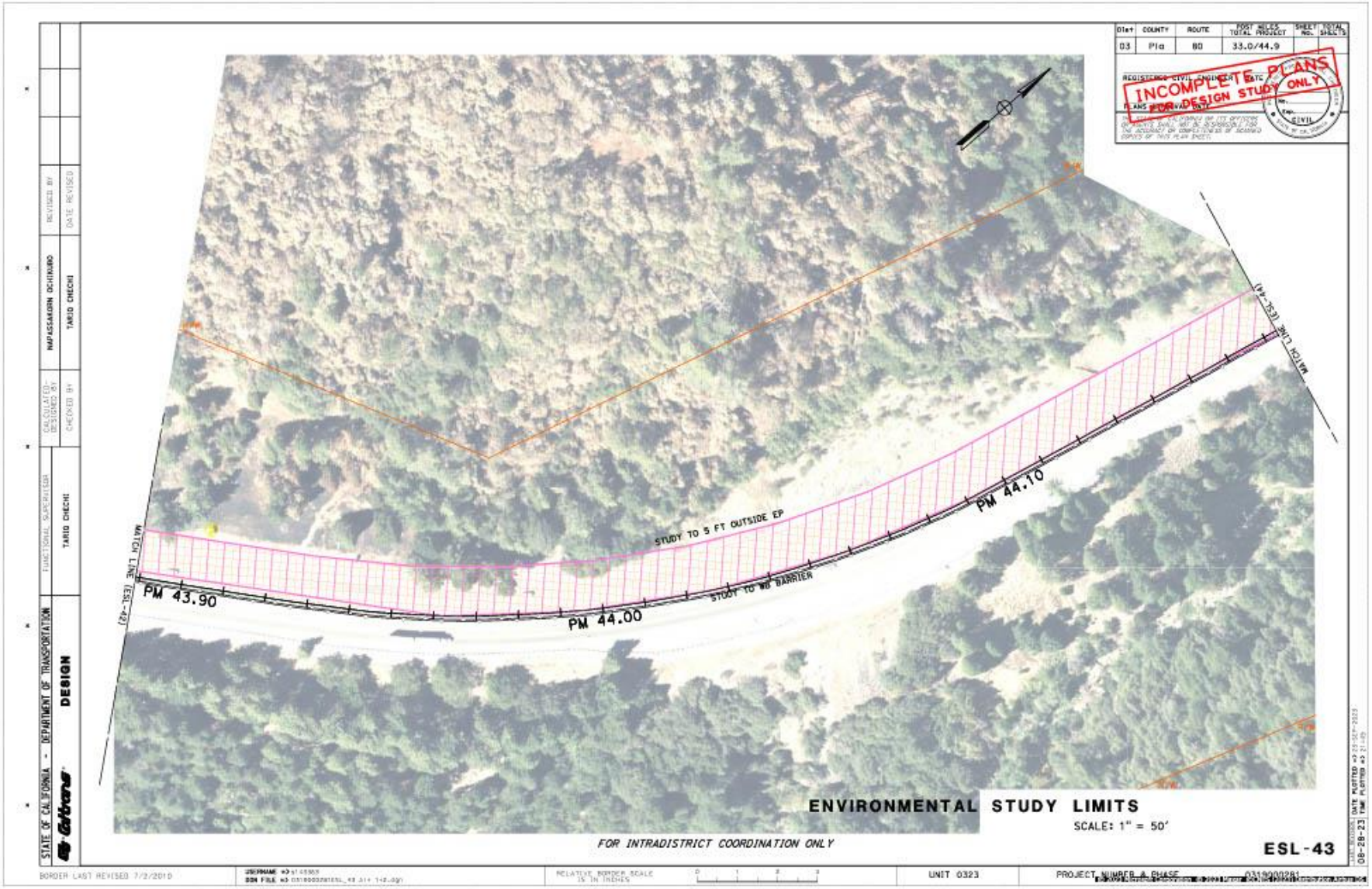

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
PM 42.60
PM 42.70
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
PM 42.80
MATCH LINE (ESL-37)
MATCH LINE (ESL-39)
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-38
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
HAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323

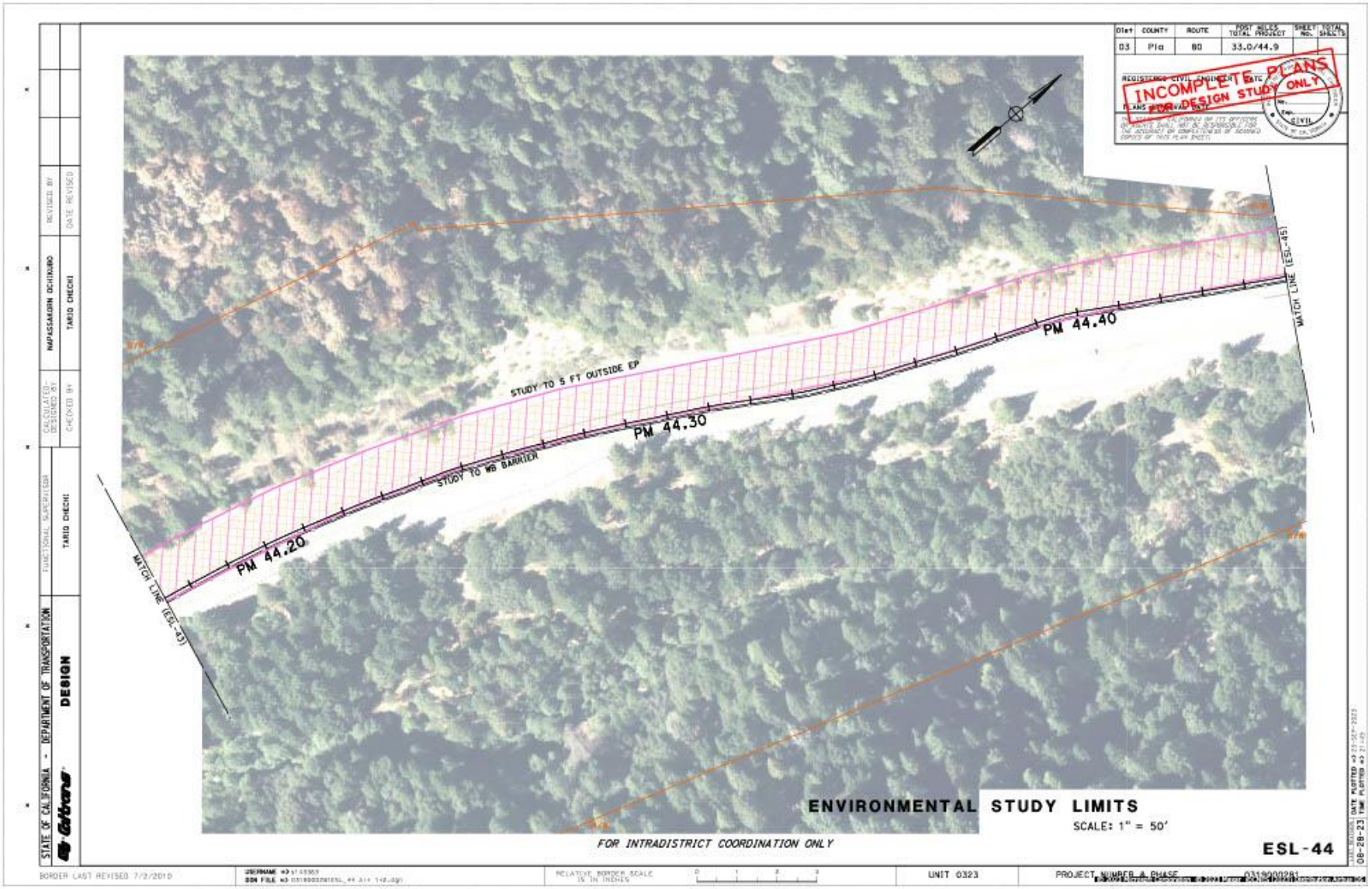

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
PM 42.90
STUDY TO 5 FT BEHIND GUARDRAIL
PM 43.00
STUDY TO NO BARRIER
MATCH LINE (ESL-40)
MATCH LINE (ESL-38)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-39
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASAKORN OCHIKURO
BORDER LAST REVISED 7/2/2010
UNIT 0323

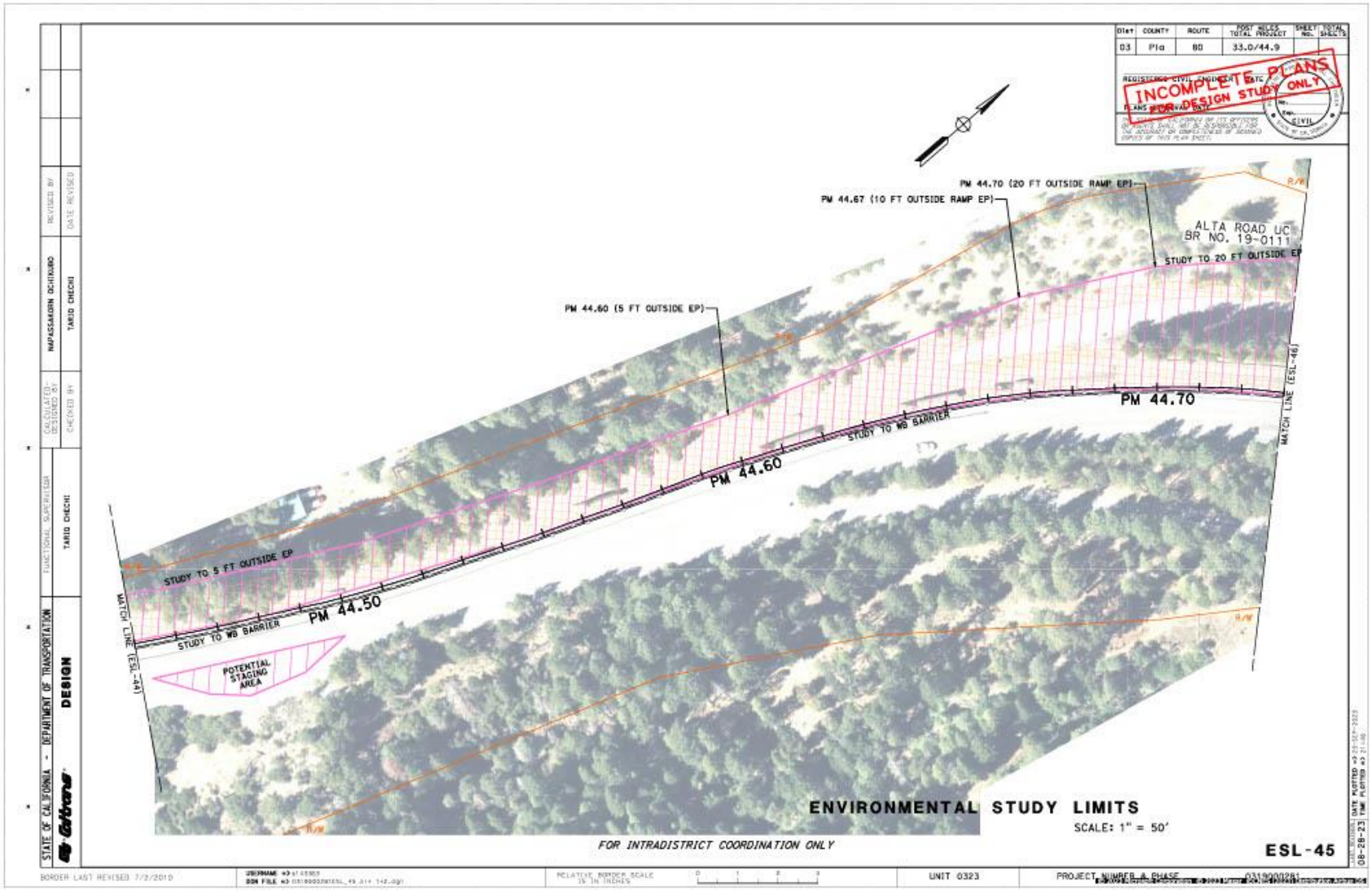

INCOMPLETE PLANS
DESIGN STUDY ONLY
MATCH LINE (ESL-39)
PM 43.10
STUDY TO WB BARRIER
STUDY TO 5 FT OUTSIDE EP
PM 43.20
STUDY TO 5 FT BEHIND GUARDRAIL
STUDY TO 5 FT OUTSIDE EP
PM 43.30
STUDY TO WB BARRIER
MATCH LINE (ESL-41)
MONTE VISTA OC
BR NO. 19-0110
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-40
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIXUMO
TARIQ CHECHI
UNIT 0323

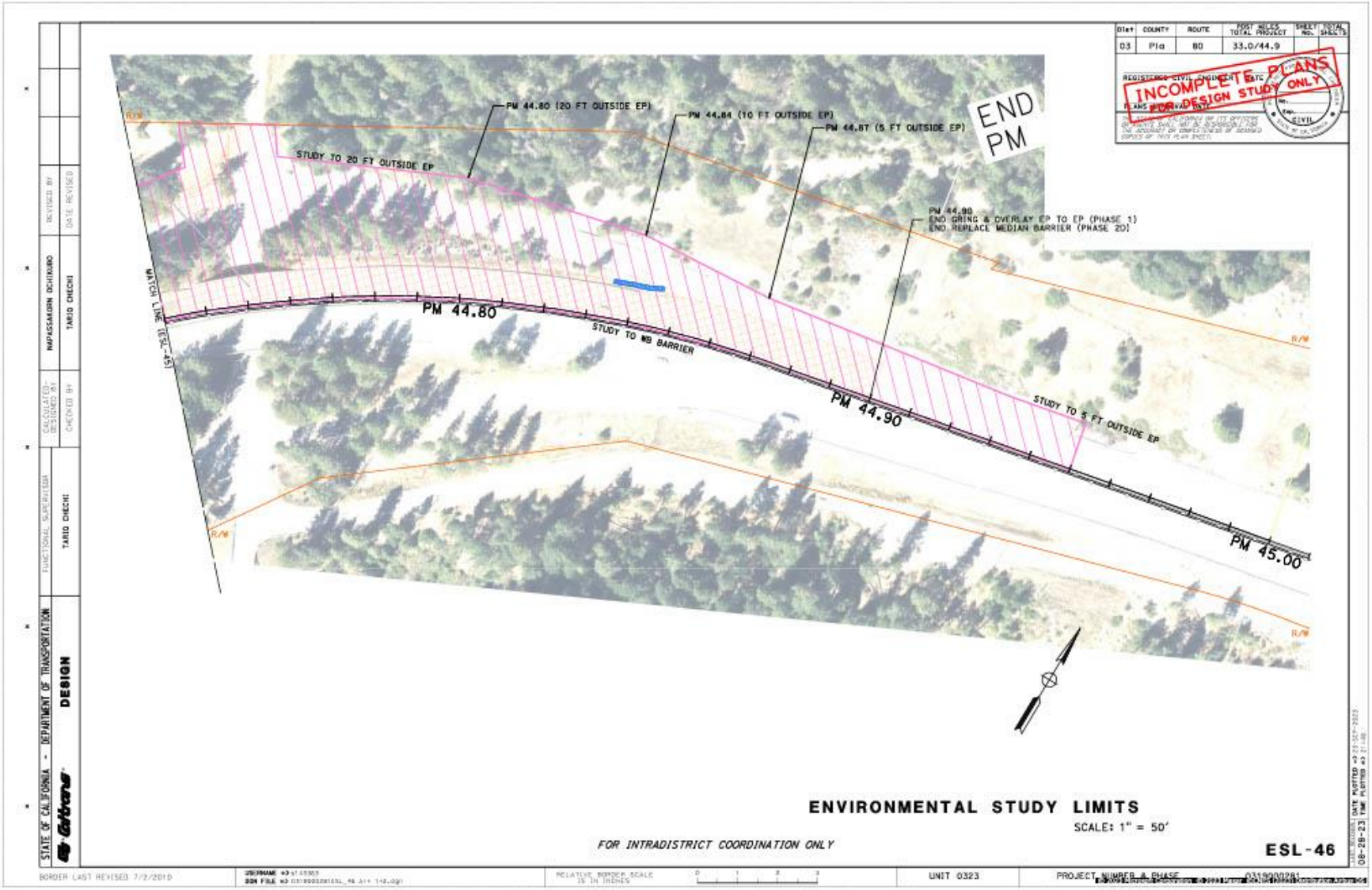

INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
STUDY TO NB BARRIER
PM 43.40
PM 43.50
PM 43.60
POTENTIAL STAGING AREA
(FLAT AREA OUTSIDE ETW)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-41
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
UNIT 0323


INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 43.70
PM 43.80
MATCH LINE (ESL-41)
MATCH LINE (ESL-43)
POTENTIAL STAGING AREA
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-42
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
UNIT 0323


INCOMPLETE PLANS
DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 43.90
PM 44.00
PM 44.10
MATCH LINE (ESL-42)
MATCH LINE (ESL-44)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-43
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
08-28-23


INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
STUDY TO 5 FT OUTSIDE EP
STUDY TO WB BARRIER
PM 44.20
PM 44.30
PM 44.40
MATCH LINE (ESL-43)
MATCH LINE (ESL-45)
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-44
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIQ CHECHI
NAPASSAKORN OCHIKUBO
TARIQ CHECHI
08-28-23


INCOMPLETE PLANS
FOR DESIGN STUDY ONLY
PM 44.70 (20 FT OUTSIDE RAMP EP)
PM 44.67 (10 FT OUTSIDE RAMP EP)
ALTA ROAD UC
BR NO. 19-0111
STUDY TO 20 FT OUTSIDE EP
PM 44.60 (5 FT OUTSIDE EP)
PM 44.70
MATCH LINE (ESL-46)
STUDY TO WB BARRIER
PM 44.60
STUDY TO 5 FT OUTSIDE EP
MATCH LINE (ESL-44)
PM 44.50
STUDY TO WB BARRIER
POTENTIAL STAGING AREA
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-45
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR
TARIO CHECHI
CALCULATED/DESIGNED BY
NAPASSAKORN OCHIKURO
CHECKED BY
TARIO CHECHI
REVISED BY
DATE REVISED
Dist
COUNTY
ROUTE
POST MILES TOTAL PROJECT
SHEET NO.
TOTAL SHEETS
03
Pla
80
33.0/44.9
UNIT 0323
PROJECT NUMBER & PHASE
BORDER LAST REVISED 7/2/2010


INCOMPLETE PLANS
DESIGN STUDY ONLY
PM 44.80 (20 FT OUTSIDE EP)
PM 44.84 (10 FT OUTSIDE EP)
PM 44.87 (5 FT OUTSIDE EP)
END PM
STUDY TO 20 FT OUTSIDE EP
PM 44.90
END GRIND & OVERLAY EP TO EP (PHASE 1)
END REPLACE MEDIAN BARRIER (PHASE 2D)
MATCH LINE (ESL-45)
PM 44.80
STUDY TO MB BARRIER
PM 44.90
STUDY TO 5 FT OUTSIDE EP
PM 45.00
R/W
ENVIRONMENTAL STUDY LIMITS
SCALE: 1" = 50'
FOR INTRADISTRICT COORDINATION ONLY
ESL-46
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
TARIO CHICHI
NAPASSAKORN OCHIXUBO
UNIT 0323

Appendix B. Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

September 2022

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

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

Appendix C. USFWS, NMFS, CNDDB, and CNPS Species List

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Placer County, California

Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

2. 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.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
California Spotted Owl Strix occidentalis occidentalis No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7266	Proposed Threatened

Reptiles

NAME	STATUS
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened

Insects

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

Crustaceans

NAME	STATUS

Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/2246

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

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

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds

- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

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

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

Probability of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey

effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

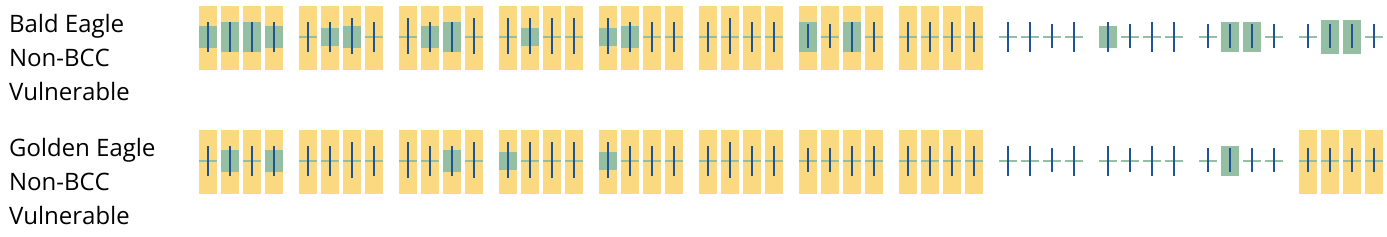
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

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

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

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

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

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

NAME	BREEDING SEASON
American Dipper Cinclus mexicanus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Aug 21

Bald Eagle Haliaeetus leucocephalus — Breeds Jan 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1626

California Gull Larus californicus — Breeds Mar 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

California Thrasher Toxostoma redivivum — Breeds Jan 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Calliope Hummingbird Selasphorus calliope — Breeds May 1 to Aug 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9526

Evening Grosbeak Coccothraustes vespertinus — Breeds May 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

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

Lewis's Woodpecker Melanerpes lewis — Breeds Apr 20 to Sep 30
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9408

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Olive-sided Flycatcher Contopus cooperi — Breeds May 20 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3914

Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

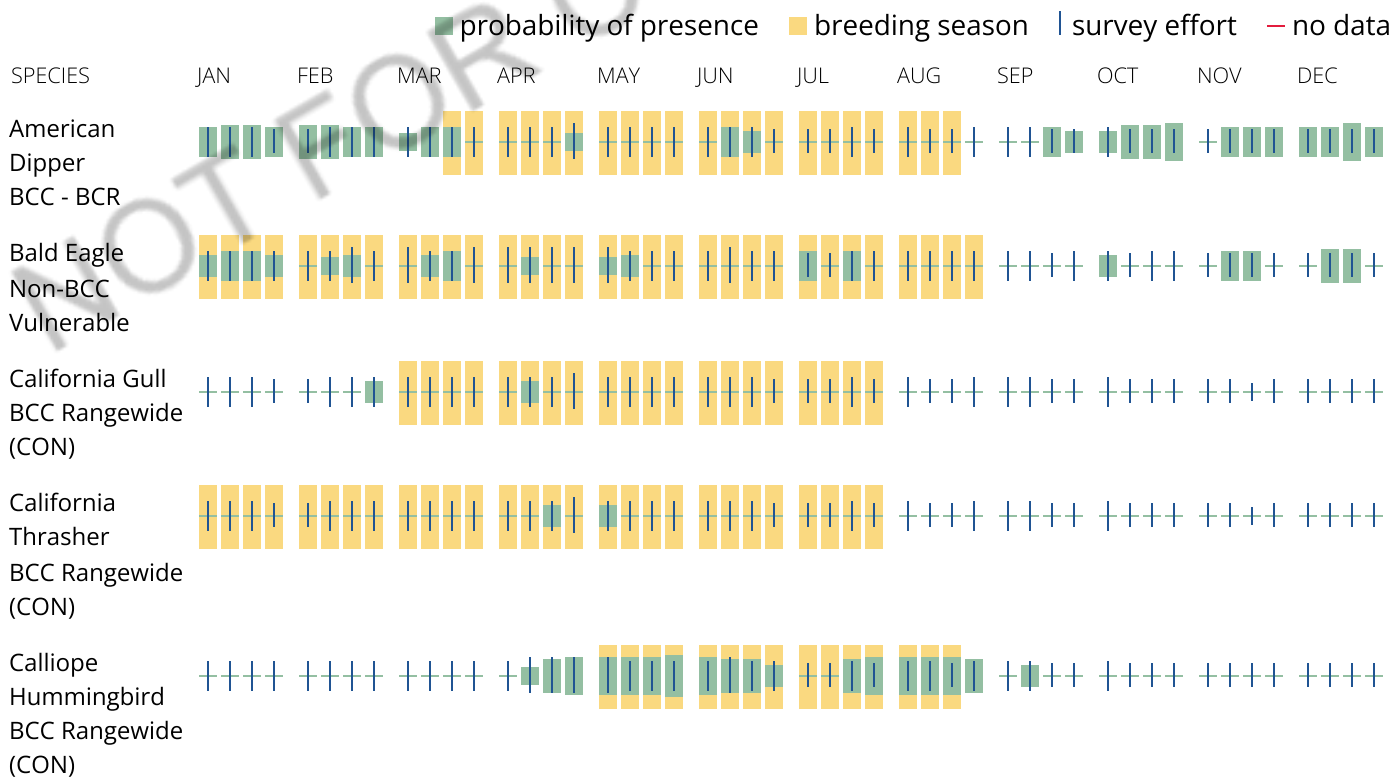
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

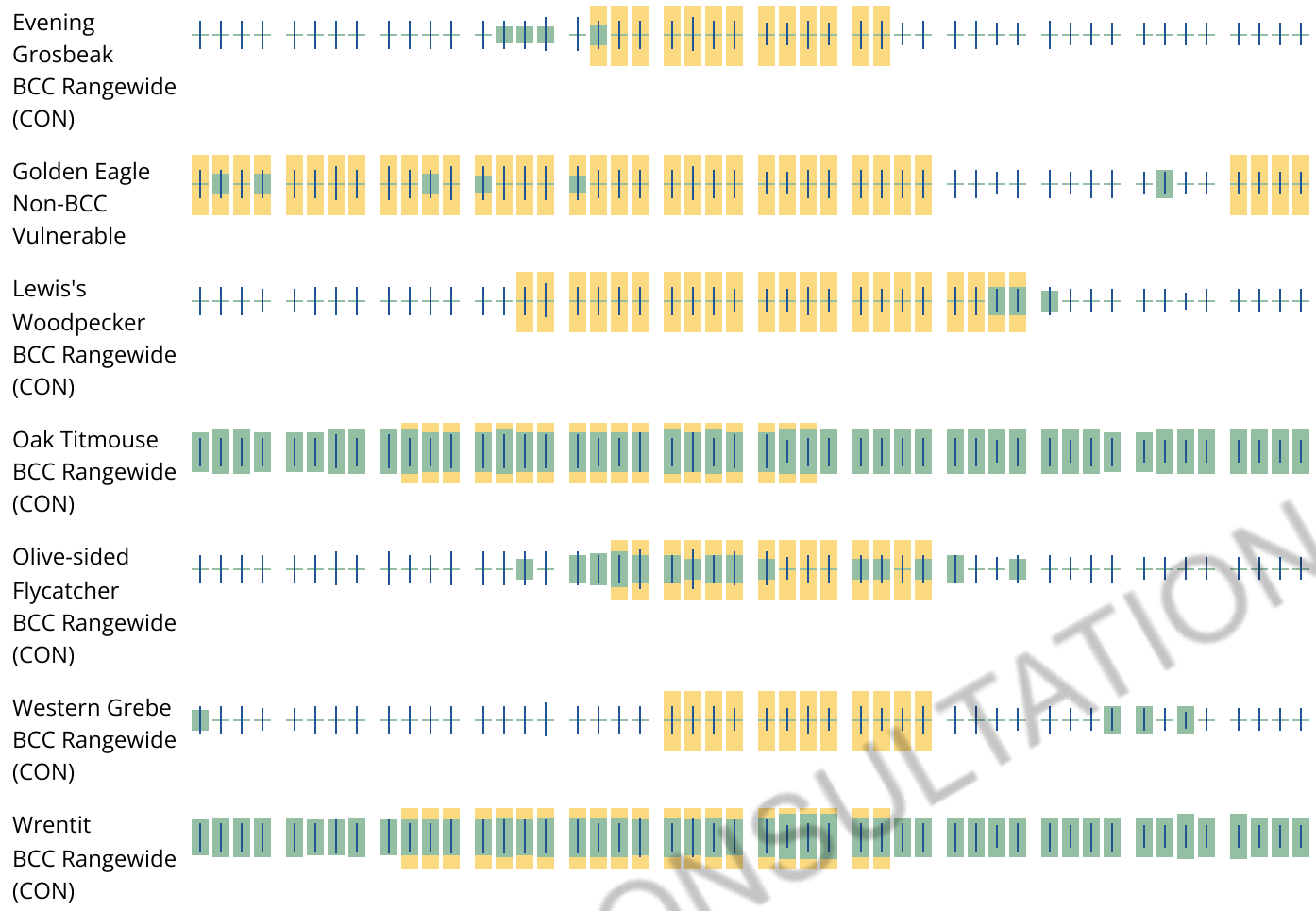
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

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

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

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

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

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

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

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

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

PEM1C

FRESHWATER FORESTED/SHRUB WETLAND

PSSC

FRESHWATER POND

PUBHx

RIVERINE

R5UBFx

R4SBC

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Dutch Flat (3912027) OR Chicago Park (3912028) OR Colfax (3912018) OR Foresthill (3912017) OR Westville (3912026) OR Lake Combie (3912111) OR Grass Valley (3912121) OR North Bloomfield (3912038) OR Washington (3912037) OR Blue Canyon (3912036))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter atricapillus American goshawk	ABNKC12061	None	None	G5	S3	SSC
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Ambystoma macrodactylum sigillatum southern long-toed salamander	AAAAA01085	None	None	G5T4	S2	SSC
Aplodontia rufa californica Sierra Nevada mountain beaver	AMAFA01013	None	None	G5T3T4	S2S3	SSC
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
Bombus occidentalis western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
Calystegia stebbinsii Stebbins' morning-glory	PDCON040H0	Endangered	Endangered	G1	S1	1B.1
Calystegia vanzuukiae Van Zuuk's morning-glory	PDCON040Q0	None	None	G2Q	S2	1B.3
Carex lasiocarpa woolly-fruited sedge	PMCYP03720	None	None	G5	S2	2B.3
Carex sheldonii Sheldon's sedge	PMCYP03CE0	None	None	G4	S2	2B.2
Carex xerophila chaparral sedge	PMCYP03M60	None	None	G2	S2	1B.2
Chlorogalum grandiflorum Red Hills soaproot	PMLIL0G020	None	None	G3	S3	1B.2
Clarkia biloba ssp. brandegeeae Brandegee's clarkia	PDONA05053	None	None	G4G5T4	S4	4.2
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
Cypseloides niger black swift	ABNUA01010	None	None	G4	S3	SSC
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T3	S3	
Emys marmorata western pond turtle	ARAAD02030	Proposed Threatened	None	G3G4	S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Fen Fen	CTT51200CA	None	None	G2	S1.2	
Fremontodendron decumbens Pine Hill flannelbush	PDSTE03030	Endangered	Rare	G1	S1	1B.2
Fritillaria eastwoodiae Butte County fritillary	PMLIL0V060	None	None	G3Q	S3	3.2
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
Juncus digitatus finger rush	PMJUN013E0	None	None	G1	S1	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Lathyrus sulphureus var. argillaceus dubious pea	PDFAB25101	None	None	G5T1T2Q	S1S2	3
Lewisia cantelovii Cantelow's lewisia	PDPOR04020	None	None	G3	S3	1B.2
Lycopodiella inundata inundated bog-clubmoss	PPLYC03060	None	None	G5	S1	2B.2
Margaritifera falcata western pearlshell	IMBIV27020	None	None	G5	S1S2	
Martes caurina sierrae Sierra marten	AMAJF01014	None	None	G4G5T3	S3	
Mielichhoferia elongata elongate copper moss	NBMUS4Q022	None	None	G5	S3S4	4.3
Monadenia mormonum buttoni Button's Sierra sideband	IMGASC7071	None	None	G2T1T2	S1S2	
Myotis thysanodes fringed myotis	AMACC01090	None	None	G4	S3	
Orobittacus obscurus gold rush hanging scorpionfly	IIMEC07010	None	None	G1	S1	
Packera layneae Layne's ragwort	PDAST8H1V0	Threatened	Rare	G2	S2	1B.2
Pekania pennanti Fisher	AMAJF01020	None	None	G5	S2S3	SSC
Phacelia stebbinsii Stebbins' phacelia	PDHYD0C4D0	None	None	G3	S3	1B.2
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G4	S4	SSC
Poa sierrae Sierra blue grass	PMPOA4Z310	None	None	G3	S3	1B.3

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Rana boylii pop. 3 foothill yellow-legged frog - north Sierra DPS	AAABH01053	None	Threatened	G3T2	S2	
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Rana sierrae Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G1	S2	WL
Rhyacophila spinata spiny rhyacophilan caddisfly	IITRI19080	None	None	G1G2	S3	
Rhynchospora capitellata brownish beaked-rush	PMCYP0N080	None	None	G5	S1	2B.2
Schoenoplectus subterminalis water bulrush	PMCYP0Q1G0	None	None	G5	S3	2B.3
Sidalcea stipularis Scadden Flat checkerbloom	PDMAL110R0	None	Endangered	G1	S1	1B.1
Streptanthus tortuosus ssp. truei True's mountain jewelflower	PDBRA2G108	None	None	G5T1T2	S1S2	1B.1
Viola tomentosa felt-leaved violet	PDVIO04280	None	None	G3	S3	4.2

Record Count: 48

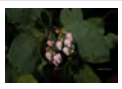
CALIFORNIA NATIVE PLANT SOCIETY

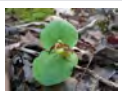
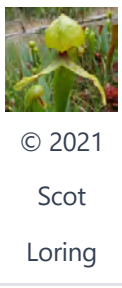
CNPS Rare Plant Inventory

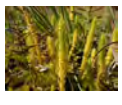
Search Results

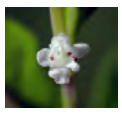
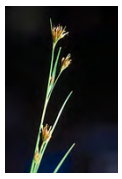
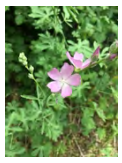
47 matches found. Click on scientific name for details

Search Criteria: Quad is one of [**3912027:3912028:3912018:3912017:3912026:3912111:3912121:3912038:3912037:3912036**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Allium sanbornii var. *congdonii*	Congdon's onion	Alliaceae	perennial bulbiferous herb	Apr-Jul	None	None	G4T3	S3	4.3	Yes	1994-01-01	 © 2008 Steven Perry
Allium sanbornii var. *sanbornii*	Sanborn's onion	Alliaceae	perennial bulbiferous herb	May-Sep	None	None	G4T4?	S3S4	4.2		1994-01-01	 ©2018 Steven Perry
Arctostaphylos mewukka ssp. *truei*	True's manzanita	Ericaceae	perennial evergreen shrub	Feb-Jul	None	None	G4?T3	S3	4.2	Yes	1984-01-01	 © 2008 George W. Hartwell
Brodiaea sierrae	Sierra foothills brodiaea	Themidaceae	perennial bulbiferous herb	May-Aug	None	None	G3	S3	4.3	Yes	2012-11-20	 © 2006 George W. Hartwell
Calystegia stebbinsii	Stebbins' morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jul	FE	CE	G1	S1	1B.1	Yes	1980-01-01	No Photo Available
Calystegia vanzuukiae	Van Zuuk's morning-glory	Convolvulaceae	perennial rhizomatous herb	May-Aug	None	None	G2Q	S2	1B.3	Yes	2014-07-16	No Photo Available
Carex lasiocarpa	woolly-fruited sedge	Cyperaceae	perennial rhizomatous herb	Jun-Jul	None	None	G5	S2	2B.3		1980-01-01	 © 2011 Sierra Pacific Industries

Carex sheldonii	Sheldon's sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	None	None	G4	S2	2B.2		1980-01-01	 ©2015 Steve Matson
Carex xerophila	chaparral sedge	Cyperaceae	perennial herb	Mar-Jun	None	None	G2	S2	1B.2	Yes	2016-06-06	 © 2023 Steven Perry
Ceanothus fresnensis	Fresno ceanothus	Rhamnaceae	perennial evergreen shrub	(Apr)May-Jul	None	None	G4	S4	4.3	Yes	1980-01-01	No Photo Available
Chlorogalum grandiflorum	Red Hills soaproot	Agavaceae	perennial bulbiferous herb	(Apr)May-Jun	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available
Clarkia biloba ssp. *brandegeeae*	Brandegee's clarkia	Onagraceae	annual herb	(Mar)May-Jul	None	None	G4G5T4	S4	4.2	Yes	2001-01-01	No Photo Available
Clarkia virgata	Sierra clarkia	Onagraceae	annual herb	May-Aug	None	None	G3	S3	4.3	Yes	1974-01-01	No Photo Available
Claytonia parviflora ssp. *grandiflora*	streambank spring beauty	Montiaceae	annual herb	Feb-May	None	None	G5T3	S3	4.2	Yes	2006-09-29	No Photo Available
Cypripedium californicum	California lady's-slipper	Orchidaceae	perennial rhizomatous herb	Apr-Aug(Sep)	None	None	G3	S4	4.2		1980-01-01	 © 2012 Barry Rice
Cypripedium fasciculatum	clustered lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	None	None	G4	S4	4.2		1980-01-01	 © 2013 Scot Loring
Darlingtonia californica	California pitcherplant	Sarraceniaceae	perennial rhizomatous herb (carnivorous)	Apr-Aug	None	None	G4	S4	4.2		1980-01-01	 © 2021 Scot Loring
Engellaria obtusa	obtuse starwort	Caryophyllaceae	perennial rhizomatous herb	May-Sep(Oct)	None	None	G5	S4	4.3		1988-01-01	 ©2014 Kirsten Bovee
Erigeron miser	starved daisy	Asteraceae	perennial herb	Jun-Oct	None	None	G3?	S3?	1B.3	Yes	1974-01-01	No Photo Available
Eriogonum tripodum	tripod buckwheat	Polygonaceae	perennial deciduous shrub	May-Jul	None	None	G4	S4	4.2	Yes	1974-01-01	 ©2008 Steven Perry

Fremontodendron decumbens	Pine Hill flannelbush	Malvaceae	perennial evergreen shrub	Apr-Jul	FE	CR	G1	S1	1B.2	Yes	1974-01-01	No Photo Available
Fritillaria eastwoodiae	Butte County fritillary	Liliaceae	perennial bulbiferous herb	Mar-Jun	None	None	G3Q	S3	3.2		1974-01-01	 ©2009 Sierra Pacific Industries
Githopsis pulchella ssp. *serpentinicola*	serpentine bluecup	Campanulaceae	annual herb	May-Jun	None	None	G4T3	S3	4.3	Yes	2001-01-01	 © 2019 Barry Breckling
Hartmaniella sierrae	Sierra starwort	Caryophyllaceae	perennial rhizomatous herb	May-Aug	None	None	G3G4	S3	4.2	Yes	2004-01-01	No Photo Available
Jensia yosemitana	Yosemite tarplant	Asteraceae	annual herb	(Apr)May-Jul	None	None	G3	S3	3.2	Yes	1994-01-01	No Photo Available
Juncus digitatus	finger rush	Juncaceae	annual herb	(Apr)May-Jun	None	None	G1	S1	1B.1	Yes	2009-01-02	 Image by Wendy Boes
Lathyrus sulphureus var. *argillaceus*	dubious pea	Fabaceae	perennial herb	Apr-May	None	None	G5T1T2Q	S1S2	3	Yes	1994-01-01	No Photo Available
Lewisia cantelovii	Cantelow's lewisia	Montiaceae	perennial herb	May-Oct	None	None	G3	S3	1B.2	Yes	1974-01-01	 ©2005 Steve Matson
Lewisia kelloggii ssp. *hutchisonii*	Hutchison's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T3Q	S3	3.2	Yes	2001-01-01	 Dean Wm. Taylor 2006
Lilium humboldtii ssp. *humboldtii*	Humboldt lily	Liliaceae	perennial bulbiferous herb	May-Jul(Aug)	None	None	G4T3	S3	4.2	Yes	1994-01-01	 © 2008 Sierra Pacific Industries
Lycopodiella inundata	inundated bog-clubmoss	Lycopodiaceae	perennial rhizomatous herb	Jun-Sep	None	None	G5	S1	2B.2		1980-01-01	 © 2021 Scot Loring

Lycopus uniflorus	northern bugleweed	Lamiaceae	perennial herb	Jul-Sep	None	None	G5	S4	4.3		1980-01-01	 © 2021 Scot Loring
Mielichhoferia elongata	elongate copper moss	Mielichhoferiaceae	moss		None	None	G5	S3S4	4.3		2001-01-01	 © 2012 John Game
Packera layneae	Layne's ragwort	Asteraceae	perennial herb	Apr-Aug	FT	CR	G2	S2	1B.2	Yes	1974-01-01	No Photo Available
Peltigera gowardii	western waterfan lichen	Peltigeraceae	foliose lichen (aquatic)		None	None	G4?	S3	4.2		2014-03-01	 © 2021 Scot Loring
Perideridia bacigalupii	Bacigalupi's yampah	Apiaceae	perennial herb	Jun-Aug	None	None	G3	S3	4.2	Yes	1974-01-01	No Photo Available
Phacelia stebbinsii	Stebbins' phacelia	Hydrophyllaceae	annual herb	May-Jul	None	None	G3	S3	1B.2	Yes	1974-01-01	No Photo Available
Piperia leptopetala	narrow-petaled rein orchid	Orchidaceae	perennial herb	May-Jul	None	None	G4	S4	4.3	Yes	2001-01-01	No Photo Available
Poa sierrae	Sierra blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	None	None	G3	S3	1B.3	Yes	2010-06-10	 © 2012 Belinda Lo
Rhynchospora capitellata	brownish beaked-rush	Cyperaceae	perennial herb	Jul-Aug	None	None	G5	S1	2B.2		1974-01-01	 ©2004 Dean Wm. Taylor
Schoenoplectus subterminalis	water bulrush	Cyperaceae	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	None	None	G5	S3	2B.3		1980-01-01	 Dean Wm. Taylor (1996)
Sidalcea gigantea	giant checkerbloom	Malvaceae	perennial rhizomatous herb	(Jan-Jun)Jul-Oct	None	None	G3	S3	4.3	Yes	2012-07-10	 ©2018 Sierra Pacific Industries

Sidalcea stipularis	Scadden Flat checkerbloom	Malvaceae	perennial rhizomatous herb	Jul-Aug	None	CE	G1	S1	1B.1	Yes	1980-01-01	No Photo Available
Streptanthus longisiliquus	long-fruit jewelflower	Brassicaceae	perennial herb	Apr-Sep	None	None	G3	S3	4.3	Yes	2007-08-31	 ©2008 Sierra Pacific Industries
Streptanthus tortuosus ssp. *truei*	True's mountain jewelflower	Brassicaceae	perennial herb	Jun-Jul(Sep)	None	None	G5T1T2	S1S2	1B.1	Yes	2016-07-20	 © 2021 Robert E. Preston, Ph.D
Viburnum ellipticum	oval-leaved viburnum	Viburnaceae	perennial deciduous shrub	May-Jun	None	None	G4G5	S3?	2B.3		1974-01-01	 © 2006 Tom Engstrom
Viola tomentosa	felt-leaved violet	Violaceae	perennial herb	(Apr)May-Oct	None	None	G3	S3	4.2	Yes	1974-01-01	No Photo Available

Showing 1 to 47 of 47 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 26 March 2024].

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: 05/02/2024 14:00:15 UTC
Project Code: 2023-0102156
Project Name: Alta CAPM

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: 2023-0102156
Project Name: Alta CAPM
Project Type: Recreation - Maintenance / Modification
Project Description: Maintenance Project
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.149611199999995,-120.8972713370151,14z

Counties: Placer County, California

ENDANGERED SPECIES ACT SPECIES

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

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

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

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

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

BIRDS

NAME	STATUS
California Spotted Owl *Strix occidentalis occidentalis* 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 *Actinemys marmorata* 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 *Rana draytonii* 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

INSECTS

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

CRUSTACEANS

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

CRITICAL HABITATS

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

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

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3
Name: Kelly Bayne
Address: 980 9th Street
City: Sacramento
State: CA
Zip: 95814
Email kebuja@gmail.com
Phone: 9167373000

Saiyo, Gregory@DOT

From: Saiyo, Gregory@DOT
Sent: Wednesday, May 1, 2024 5:33 PM
To: nmfs.wcrca.specieslist@noaa.gov
Subject: California Department of Transportation - 03-0J410 - Alta Capital Preventative Maintenance Project

Brief Project Description:
The California Department of Transportation (Caltrans) proposes the capital maintenance project on Interstate (I) 80 between post miles (PMs) 33.00 and 44.90 in Placer County. The purpose of the project is to preserve and extend the service life of the pavement by improving existing fair and poor condition pavement to good condition with Capital Preventative Maintenance (CAPM) strategies. The project proposes to restore the functionality and extend the service life of drainage systems with either fair and/or poor condition culverts. The project proposes to extend the lane separation taper at the Route 174/80 Separation (Br. No. 19-0086) off ramp and the truck climbing lane on the eastbound (EB) at the Long Ravine Bridge (Br. No. 19-0089). The project proposes to rehabilitate and upgrade Transportation Management System (TMS) elements, signs, sign structures, luminaires, guardrails, and vegetation control to the current standard.

Quad Name **Dutch Flat**
Quad Number **39120-B7**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Quad Name **Chicago Park**

Quad Number **39120-B8**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH - **X**

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Quad Name **Colfax**

Quad Number **39120-A8**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Federal Agency and Address:
California Department of Transportation
703 B Street
Marysville, CA 95901

Point of Contact:
Gregory Saiyo
Environmental Scientist
Caltrans – District 3
703 B Street Marysville, CA 95901
(530) 845-3397
gregory.saiyo@dot.ca.gov

Appendix D. SHPO Concurrence Letter