

# Peddler Hill Soil Remediation

At Peddler Hill Maintenance Station in Amador County

10-AMA-88-54.0

10-1L650/1020000044

SCH: 2020070387

## Initial Study with Negative Declaration

### Volume 1 of 2



Prepared by the  
State of California Department of Transportation

**August 2020**



## **General Information About This Document**

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Construct a temporary generator building, demolish existing generator building, and remediate soil underneath existing generator building at Peddler Hill Maintenance Station on State Route 88 at post mile 54.0 in Amador County

**INITIAL STUDY  
with Negative Declaration**

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

THE STATE OF CALIFORNIA  
Department of Transportation

*Philip Vallejo*

Philip Vallejo  
Environmental Office Chief, North  
California Department of Transportation  
CEQA Lead Agency

8/31/2020

Date

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# Negative Declaration

Pursuant to: Division 13, Public Resources Code

## ***Project Description***

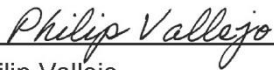
The California Department of Transportation (Caltrans) proposes to construct a temporary generator building, demolish existing generator building, and remediate soil underneath existing generator building at Peddler Hill Maintenance Station on State Route 88 at post mile 54.0 in Amador County.

## ***Determination***

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons.

The project would have no effect on Aesthetics; Agriculture and Forest Resources; Air Quality; Biological Resources; Cultural Resources; Energy; Geology and Soils; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Noise; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire.

The project would have no significant effect on Greenhouse Gas Emissions, and Hazards and Hazardous Materials.



Philip Vallejo  
Environmental Office Chief, North  
California Department of Transportation  
CEQA Lead Agency

8/31/2020

Date



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# **Chapter 1**      **Proposed Project**

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## **1.1 Introduction**

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (known as CEQA). This project is funded under Caltrans' Minor A program and does not have a federal funding.

Caltrans proposes to remediate soil under an existing generator room at the Peddler Hill Maintenance Station, located along State Route 88 at post mile 54.0 in Amador County. Work associated with this project would not take place on the State Highway System and as such the project is not included in the Amador County Regional Transportation Plan.

The Peddler Hill Maintenance Station operates using diesel generators fed by two 10,000-gallon capacity above ground storage tanks which provide on-site electricity. A diesel fuel leak was discovered on June 13, 2017, caused by an improperly installed fuel filter on one of the generators. An unknown amount of diesel fuel was released, leaking out of the building into the surrounding soil and under the generator building foundation. Caltrans initiated an emergency contract and about 841 cubic yards of diesel-impacting soil and asphalt was removed from the perimeter of the building between June 19, 2017 and July 25, 2017. Coordination with the Regional Water Quality Control Board determined that the remedial action which took place between June and July 2017 was not sufficient and additional soil removal was required. The site is listed in the State Water Resources Control Board's GeoTracker database.

A second Caltrans project, 10-1J020, will be initiated to construct a new, permanent generator building on the clean soil.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of this project is to remediate the soil underneath the existing generator building to levels of agreed upon by Caltrans and the Central Valley Regional Water Quality Control Board.

### **1.2.2 Need**

There is a need to address the remedial action of clean up for fuel spills as stated in a letter from Central Valley Regional Water Quality Control Board dated September 13th, 2017.

## **1.3 Project Description**

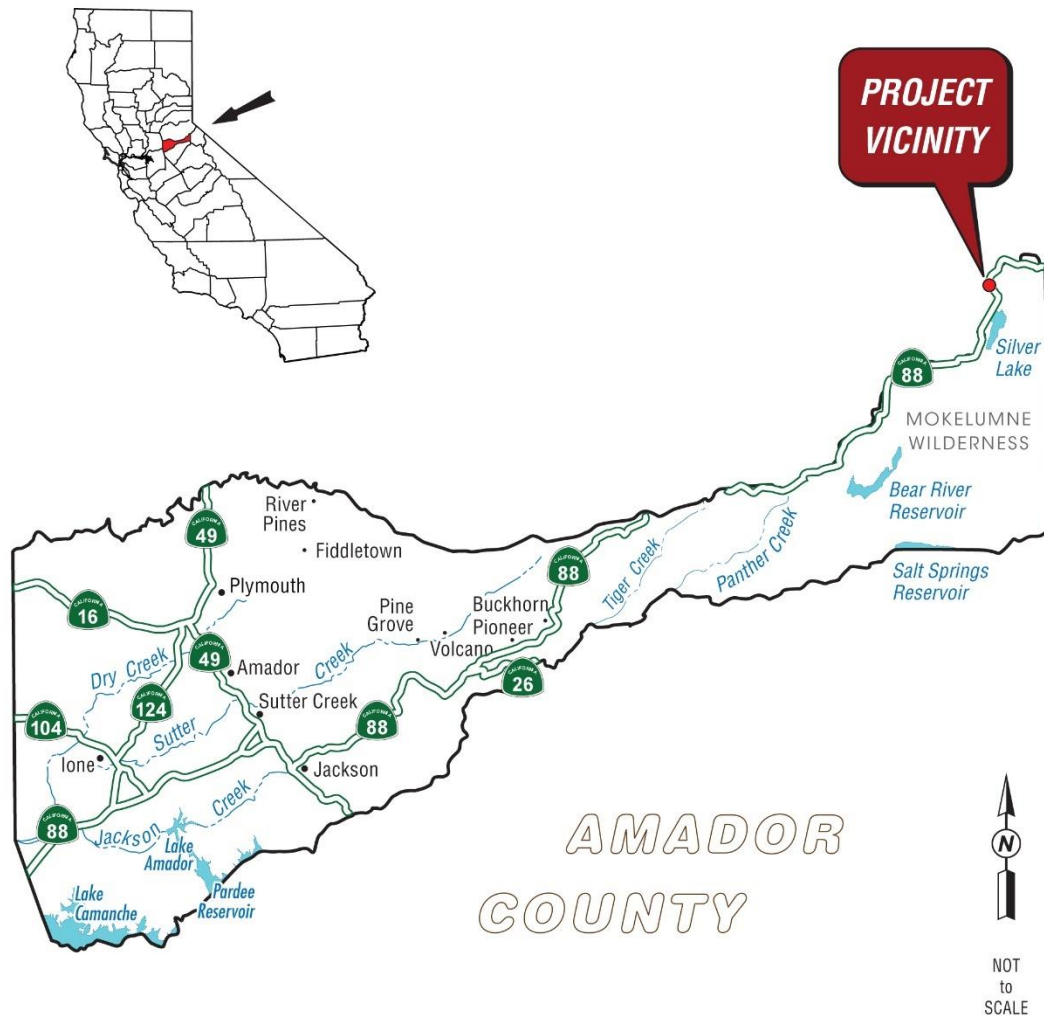
This section describes the proposed action developed to meet the purpose and need of the project.

Peddler Hill Maintenance Station located in the El Dorado National Forest and is responsible for maintaining over 40 miles of State Route 88 in the high Sierra Nevada Mountains. During winter months the facility is responsible for keeping the road safe and passable for traffic. See Figures 1-1 and 1-2 for project vicinity and location maps.

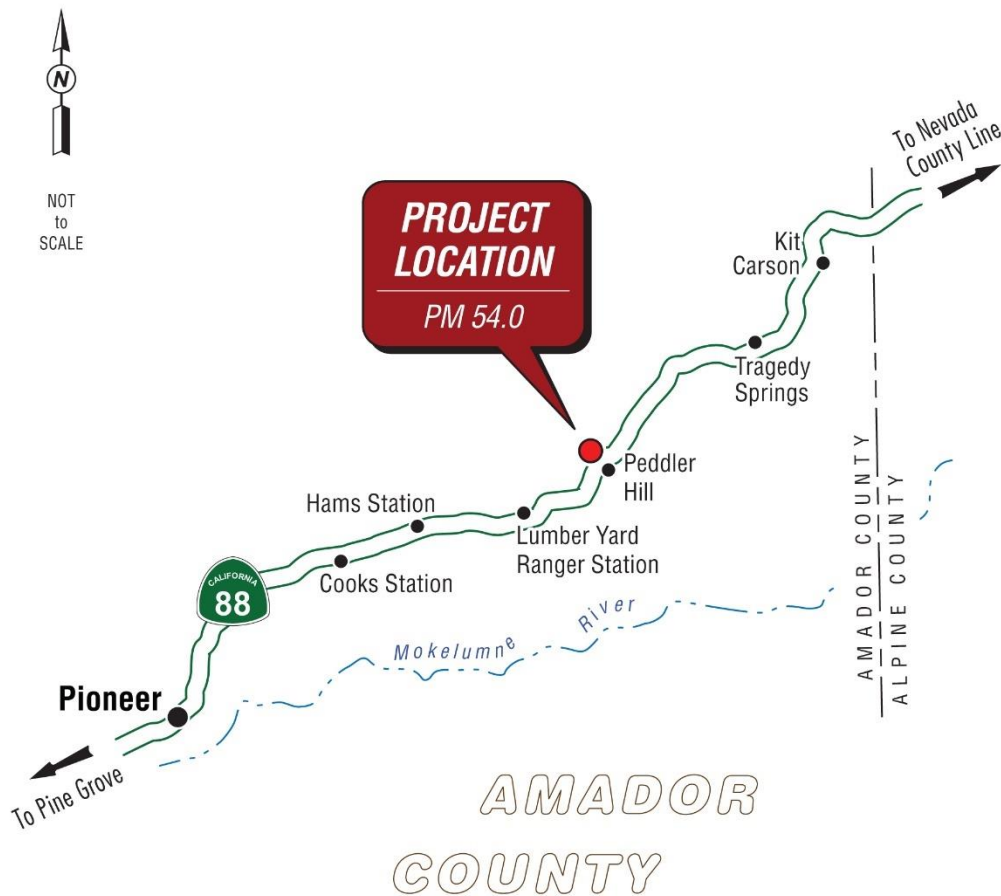
Peddler Hill Maintenance Station currently operates with 12 existing buildings, including crew, storage, equipment, generator buildings and a fuel canopy. The project will first construct a concrete slab and metal building to receive two generators, a panel, and a switchboard, relocated from the existing generator room. Pull boxes will be installed to the switchboard and generators. The existing generator building and concrete slab will be demolished.

Following the demolition of the existing generator building, the soil beneath will be excavated to remove any contaminated soil. Confirmation samples will be taken to ensure all contamination is removed. Once the contaminated soil is removed, the excavated area will be backfilled with clean soil. Construction is anticipated to last six months.

### Figure 1-1 Project Vicinity Map



**Figure 1-2 Project Location Map**



## 1.4 Project Alternatives

This section describes the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. The project has one build and a no-build alternative.

### 1.4.1 Build Alternatives

The build alternative will construct a temporary generator building, demolish the existing generator building, remove the contaminated soil beneath the existing generator building, and back fill with clean soil.

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

#### **1.4.2 No-Build (No-Action) Alternative**

Under the no-build the existing generator building will remain in its current condition, and the soil beneath the existing generator building will remain contaminated.

### **1.5 Identification of a Preferred Alternative**

The draft environmental document was circulated from July 20, 2020 to August 20, 2020. All comments have been considered and Caltrans has identified the Build Alternative as the preferred alternative. The No-Build alternative was not selected as it does not meet the purpose and need of the project.

### **1.6 Standard Measures and Best Management Practices Included in All Alternatives**

**AQ-1** Caltrans Standard Specifications Section 14-9.02, Air Pollution Control will be added to the construction contract.

**AQ-2** Caltrans Standard Specifications Section 10-5, Dust Control, will be added to the construction contract.

**BIO-1** Caltrans Standard Special Provision Section 14-6.03B, Bird Protection, will be added to the construction contract.

**BIO-2** A preconstruction survey for migratory birds and raptors will be required no more than 14 days prior to construction, if construction activities occur within the migratory bird nesting season of February 1 through September 30. If migratory birds or raptors are observed nesting adjacent to any work area during construction activities, environmentally sensitive area buffers will be required. This will be determined by a qualified biologist.

**BIO-3** The Caltrans project biologist will be notified by the Resident Engineer at least 14 days prior to the start of construction, so preconstruction surveys and avoidance measures can be implemented.

**ER-1** Caltrans Standard Specification 7-1.02C, Emissions Reduction, will be added to the construction contract.

**GEN-1** Caltrans Standard Specification 7-1.02A, General Laws, will be added to the construction contract.

**HW-1** A survey for Asbestos Containing Materials will be required prior to building demolition.

**HW-2** A project-specific Lead Based Paint survey will be required prior to any demolition activities.

**HW-3** Caltrans Standard Special Provision 14-11.14, Treated Wood Waste, will be added to the construction contract.

**NQ-1** Construction will be conducted in accordance with Caltrans Standard Specifications Section 14-8.02, Noise Control.

**NQ-2** All equipment will have sound-control devices that are no less effective than those provided on the original equipment.

**NQ-3** No equipment will have an unmuffled exhaust.

**WQ-1** Caltrans Standard Specifications Section 13-1, Water Pollution Control, will be added to the construction contract. The contractor must abide by best management practices and address all potential water quality impacts that may occur during construction.

## 1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
Regional Water Quality Control Board	Soil Remediation Work Plan	Pending, approval expected during Plans, Specifications, and Estimates phase.
Regional Water Quality Control Board	Site Closure/No Further Action Letter	Pending; approval expected following project close-out

## Chapter 2 CEQA Evaluation

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### 2.1 CEQA Environmental Checklist

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

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

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

#### 2.1.1 Aesthetics

Considering that the project is located within an existing Caltrans maintenance facility, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
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	No Impact



<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Aesthetics</b>
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?	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>No Impact</b>

### 2.1.2 Agriculture and Forest Resources

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

Considering information included in the Amador County General Plan and Caltrans Geographic Information System Library; and that the project would take place entirely within the footprint of an existing Caltrans maintenance facility, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Agriculture and Forest Resources</b>
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?	<b>No Impact</b>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<b>No Impact</b>
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Agriculture and Forest Resources</b>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.3 Air Quality

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

Considering the information included in the Air Quality Memorandum dated April 13, 2020 the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Air Quality</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Expose sensitive receptors to substantial pollutant concentrations?	<b>No Impact</b>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>No Impact</b>

### 2.1.4 Biological Resources

Considering the information included in the No Effects Memorandum dated February 5, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Biological Resources</b>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	<b>No Impact</b>

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Biological Resources</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.5 Cultural Resources

Considering the information included in the Screened Undertaking Memorandum dated February 4, 2020, the following significance determinations have been made:

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

### 2.1.6 Energy

Considering the scope and anticipated duration of the project, the following significance determinations have been made:

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

### 2.1.7 Geology and Soils

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

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Geology and Soils</b>
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.	<b>No Impact</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  ii) Strong seismic ground shaking?	<b>No Impact</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  iii) Seismic-related ground failure, including liquefaction?	<b>No Impact</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  iv) Landslides?	<b>No Impact</b>
b) Result in substantial soil erosion or the loss of topsoil?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

### 2.1.8 Greenhouse Gas Emissions

Considering the information included in the Climate Change Study, dated May 20, 2020 the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

### ***Affected Environment***

The proposed project is in a rural forested area of Amador County within the existing Caltrans Peddler Hill Maintenance Station. The Amador County General Plan Conservation element addresses climate change and greenhouse gases in the project area.

### ***Environmental Consequences***

The proposed project will not increase operational emissions. Temporary carbon dioxide emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool. The estimated carbon dioxide emissions for the project will be 31 tons, using 2,554 gallons of diesel and 1,712 gallons of gasoline for the proposed six months of construction.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following measures will be implemented in the project to reduce greenhouse gas emissions from the project. Measure GHG-1 has been removed following circulation of the draft environmental document. At this time Caltrans does not have an approved training module for greenhouse gas reduction strategies to include in worker environmental awareness training.

**GHG-2** The contractor will reduce construction waste and maximize the use of recycled materials.

**GHG-3** The contractor will incorporate measures to reduce the use of potable water.

**GHG-4** Idling will be limited to five minutes for delivery and dump trucks and other diesel-powered equipment.

**GHG-5** The contractor will seek to operate construction equipment with improved fuel efficiency by:

- Properly tuning and maintaining equipment
- Using the right-size equipment for the job
- Use equipment with new technologies

The project will not conflict with any applicable greenhouse gas reduction plan, policy, or regulation. In compliance with Caltrans policy and Executive Order B-30-15, the project will use the measures noted above to reduce greenhouse gas emissions from the project to meet statewide and agency goals.

#### **2.1.9 Hazards and Hazardous Materials**

Considering the information included in the Initial Site Assessment dated January 7, 2020, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hazards and Hazardous Materials</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>No Impact</b>
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?	<b>No Impact</b>

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>No Impact</b>
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?	<b>Less Than Significant Impact</b>
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?	<b>No Impact</b>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<b>No Impact</b>

### ***Affected Environment***

An Initial Site Assessment was completed for the proposed project on January 7, 2020. Staff reviewed departmental records, the State Water Resources Control Board Geotracker Database, and the Department of Toxic Substances Control Cortese List and EnviroStor Database.

Peddler Hill Maintenance Station operates using two diesel generators fueled by two 10,000-gallon capacity above ground storage tanks to supply electricity on-site. A diesel fuel leak was discovered from one of the two generators on June 13, 2017, caused by an improperly installed fuel filter. The generators were shut down to stop the leak. An unknown amount of diesel fuel was released, leaking out of the building into the surrounding soil and into the soil under the generator building foundation.

An emergency contract was initiated and between June 19, 2017 and July 25, 2017. Tier 1 Environmental Screening Levels were set as cleanup goals, and approximately 841 cubic yards of diesel-impacted soil and asphalt were removed from the perimeter of the building. The excavated soil was categorized as non-hazardous waste and transported to the US Ecology, Inc. landfill near Beatty, Nevada for disposal.

Confirmation samples of the non-excavated soil were collected to analyze remaining contaminants. The results indicated 12 locations with soil

containing diesel fuel at levels higher than the Tier 1 Environmental Screening Levels. In correspondence dated September 13, 2017, the Central Valley Regional Water Quality Control Board requested that Caltrans present a plan to address impacted soil that remained inaccessible underneath the generator building.

### ***Environmental Consequences***

#### ***Diesel Impacted Soil***

Peddler Hill Maintenance Station is listed as an open site on the State Water Resources Board GeoTracker database, which has been compiled pursuant to Government Code 65962.5. The project will excavate contaminated soil underneath the existing generator room then backfill with clean soil.

#### ***Asbestos Containing Material, Lead Based Paint, and Treated Wood Waste***

The proposed project will demolish the existing generator room and concrete slab. Asbestos containing materials are known to occur in older buildings, and it is unknown if painted surfaces on or in the building contain lead.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following standard measures will be incorporated into the project:

**HW-1** A survey for Asbestos Containing Materials will be required prior to building demolition.

**HW-2** A project-specific Lead Based Paint survey will be required prior to any demolition activities.

**HW-3** Caltrans Standard Special Provision 14-11.14, Treated Wood Waste will be added to the construction contract.

**HW-4** Additional sampling has been completed to determine the extent of contamination that remains under and around the generator building. A work plan will be developed and approved by the Central Valley Regional Water Quality Control Board to close the site.

### **2.1.10 Hydrology and Water Quality**

Considering the information included in the Water Compliance Memorandum dated October 31, 2019 the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise	<b>No Impact</b>



<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Hydrology and Water Quality</b>
substantially degrade surface or ground water quality?	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<b>No Impact</b>
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;	<b>No Impact</b>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	<b>No Impact</b>
(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	<b>No Impact</b>
(iv) impede or redirect flood flows?	<b>No Impact</b>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<b>No Impact</b>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>No Impact</b>

### 2.1.11 Land Use and Planning

Considering information included in the Amador County General Plan, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Land Use and Planning</b>
a) Physically divide an established community?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.12 Mineral Resources

Considering the information included in the Amador County General Plan and that the project location is within an existing Caltrans maintenance facility, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Mineral Resources</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.13 Noise

Considering the information included in the Noise Compliance Memorandum dated January 14, 2020 the following significance determinations have been made:

<b>Question—Would the project result in:</b>	<b>CEQA Significance Determinations for Noise</b>
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?	<b>No Impact</b>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.14 Population and Housing

Considering the scope and location of the proposed project within an existing Caltrans Maintenance facility, the following significance determinations have been made:

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

### 2.1.15 Public Services

Considering the proposed project scope and location within an existing Caltrans maintenance facility, the following significance determination have been made:

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

### 2.1.16 Recreation

Considering the project scope and location within an existing Caltrans maintenance facility, the following significance determinations have been made:

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

### 2.1.17 Transportation

Considering information in the Amador County Regional Transportation plan and given the project scope and location within an existing Caltrans maintenance facility, the following significance determinations have been made:

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

### 2.1.18 Tribal Cultural Resources

Considering the information included in the Screened Undertaking Memorandum dated February 4, 2020, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as

either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

<b>Question:</b>	<b>CEQA Significance Determinations for Tribal Cultural Resources</b>
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<b>No Impact</b>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>No Impact</b>

### 2.1.19 Utilities and Service Systems

Considering the project scope and location within an existing Caltrans maintenance facility, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Utilities and Service Systems</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<b>No Impact</b>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<b>No Impact</b>
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?	<b>No Impact</b>
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?	<b>No Impact</b>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>No Impact</b>

### 2.1.20 Wildfire

Considering information in the California Fire Hazard Zone Severity Map and given the project scope and location within an existing Caltrans maintenance facility, the following significance determinations have been made:

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

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Wildfire</b>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<b>No Impact</b>
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?	<b>No Impact</b>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<b>No Impact</b>
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?	<b>No Impact</b>

### 2.1.21 Mandatory Findings of Significance

<b>Question:</b>	<b>CEQA Significance Determinations for Mandatory Findings of Significance</b>
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?	<b>No Impact</b> —The proposed project would not have the potential to substantially degrade the quality of the environment. With standard measures incorporated, the project does not have the potential to impact biological resources or cultural resources.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of	<b>No Impact</b> —The proposed project would take place within an existing maintenance facility and would not have impacts that are cumulatively considerable.

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
other current projects, and the effects of probable future projects)?	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<b>No Impact</b> —The proposed project would take place within an existing maintenance facility. With standard measures incorporated the project would a less than significant impact on human beings, either directly or indirectly.

# Appendix A Title VI Policy Statement

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

## DEPARTMENT OF TRANSPORTATION

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



*Making Conservation  
a California Way of Life.*

November 2019

## 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."*

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/business-and-economic-opportunity/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 Business and Economic Opportunity, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by 'O' and 'A'.

Toks Omishakin  
Director

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





## **Appendix B** Avoidance, Minimization, Mitigation, and Standard Measures

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The project contains standardized project measures included as part of the project description, and project-specific avoidance and minimization measures. No compensatory mitigation measures were proposed for this project. Measure GHG-1 has been removed following circulation of the draft environmental document. At this time Caltrans does not have an approved training module for greenhouse gas reduction strategies to include in worker environmental awareness training.

### **STANDARD MEASURES**

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

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

**BIO-1** Caltrans Standard Special Provision 14-6.03B, Bird Protection

**BIO-2** A preconstruction survey for migratory birds and raptors will be required no more than 14 days prior to construction, if construction activities occur within the migratory bird nesting season of February 1 through September 30. If migratory birds or raptors are observed nesting adjacent to any work area during construction activities, environmentally sensitive area buffers will be required. This would be determined by a qualified biologist.

**BIO-3** The Caltrans project biologist will be notified by the Resident Engineer at least 14 days prior to the start of construction, so preconstruction surveys and avoidance measures can be implemented.

**ER-1** Caltrans Standard Specification 7-1.02C

**GEN-1** Caltrans Standard Specification 7-1.02A, General Laws

**HW-1** A survey for Asbestos Containing Materials will be required prior to building demolition.

**HW-2** A project-specific Lead Based Paint survey will be required prior to any demolition activities.

**HW-3** Caltrans Standard Special Provision 14-11.14, Treated Wood Waste

**NQ-1** Caltrans Standard Specifications Section 14-8.02, Noise Control.

**NQ-2** All equipment will have sound-control devices that are no less effective than those provided on the original equipment.

**NQ-3** No equipment will have an unmuffled exhaust.

**WQ-1** Caltrans Standard Specifications Section 13-1, Water Pollution Control will be added to the construction contract. The contractor must abide by best management practices and address all potential water quality impacts that may occur during construction.

## **PROJECT-SPECIFIC AVOIDANCE AND MINIMIZATION MEASURES**

**GHG-2** The contractor will reduce construction waste and maximize the use of recycled materials.

**GHG-3** The contractor will incorporate measures to reduce the use of potable water.

**GHG-4** Idling will be limited to five minutes for delivery and dump trucks and other diesel-powered equipment.

**GHG-5** The contractor will seek to operate construction equipment with improved fuel efficiency by:

- Properly tuning and maintaining equipment
- Using the right-size equipment for the job
- Use equipment with new technologies

**HW-4** Additional sampling has been completed to determine the extent of contamination that remains under and around the generator building. A work plan will be developed and approved by the Central Valley regional Water Quality Control Board to close the site.

## Appendix C Coordination

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This section contains correspondence involved in coordination of the proposed project.

### Letter Correspondence from Central Valley Regional Water Quality Control Board to Caltrans



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#### Central Valley Regional Water Quality Control Board

13 September 2017

Stan Oshita, P.E.  
California Department of Transportation, District 10  
850 South Guild Avenue, Suite 107  
Lodi, CA 95240

#### ***REMEDIAL ACTION REPORT REVIEW, PEDDLER HILL MAINTENANCE STATION, 41951 HIGHWAY 88, GRIZZLY FLATS, EL DORADO COUNTY***

Central Valley Regional Water Quality Control Board (Central Valley Water Board) staff reviewed the 21 August 2017 Remedial Action Report (Report) submitted by Cook Environmental Services, Inc. (Cook) on behalf of the California Department of Transportation (Caltrans) for the petroleum hydrocarbon release at the Peddler Hill Maintenance Station at 41951 Highway 88 in Grizzly Flats, El Dorado County (Site). The Report summarizes investigation and cleanup activities associated with a 12 June 2017 diesel fuel release. The Report also request regulatory closure for the case. On 21 August 2017, Mr. Robert Lauritzen of El Dorado County Environmental Management (EDCEM) formally transferred regulatory oversight of the case to the Central Valley Water Board.

#### **Case Summary**

According to the Report, the site is an active Caltrans vehicle and equipment maintenance facility, which utilizes two 10,000-gallon above ground storage tanks (ASTs) to store fuel for on-Site electricity generation. On 13 June 2017, a Caltrans technician discovered a diesel fuel leak caused by an improperly installed fuel filter on one of the generators. Caltrans staff shut down the generator on 13 June 2017 following observation of the leak. From 19 June 2017 to 25 July 2017, Caltrans excavated approximately 841 cubic yards of diesel-impacted soil and asphalt. Caltrans utilized a photo-ionization detector

(PID) to guide excavation work. Caltrans profiled the excavated material as non-hazardous waste and transported it to the US Ecology, Inc. landfill near Beatty, Nevada for disposal.

The Report identified San Francisco Bay Regional Water Quality Control Board Tier 1 Environmental Screening Levels (Tier 1 ESLs) as soil cleanup goals, with the exception of diesel-range petroleum hydrocarbons (TPHd), for which the Report identified a cleanup goal of 1,000 milligrams per kilogram. The Tier 1 ESL for TPHd is 230 mg/kg. The Report stated that soil cleanup levels were “based on Tier 1 Environmental Screening Levels...and were revised for the Site by the EDCEM.” During an 11 September 2017 telephone conversation with Robert Lauritzen of EDCEM, Mr. Lauritzen stated that EDCEM did not revise soil cleanup levels. Based on this information, Central Valley Water Board staff considers Tier 1 ESLs to be the appropriate cleanup levels for the Site.

On 6 July 2017, Caltrans collected 24 confirmation soil samples. Mr. Lauritzen was on-Site to oversee the selection of confirmation sample locations. Caltrans analyzed confirmation samples for TPHd, motor oil-range petroleum hydrocarbons (TPHm), benzene, toluene, ethylbenzene, xylenes (collectively “BTEX”), and naphthalene. Following receipt of the 6 July 2017 sample results, Caltrans conducted additional excavation and confirmation sample collection on 17 July 2017. Cook concluded that four soil samples that were not excavated contain TPHd above its cleanup goal. Central Valley Water Board staff does not concur with this conclusion; confirmation sample results for left-in-place soil exceeding Tier 1 ESLs are summarized below.

**Table 1**  
**Left-In-Place Soil Sample Results Exceeding Tier 1 ESLs**  
**(results in milligrams per kilogram [mg/kg])**

Sample ID	Sample Date	TPHd	TPHm	Benzene	Toluene	Ethylbenzene	Xylenes	Naphthalene
<b>Tier 1 ESL:</b>		<b>230</b>	<b>5,100</b>	<b>0.044</b>	<b>2.9</b>	<b>1.4</b>	<b>2.3</b>	<b>0.033</b>
A-3	7/6/2017	<b>290</b>	180	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
A-3 SW	7/6/2017	<b>27,000</b>	<b>8,000</b>	<0.050	0.17	<0.050	1.1	<0.050
E-3A	7/17/2017	<b>560</b>	280	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
E-8	7/6/2017	<b>520</b>	160	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
G-3 SW	7/6/2017	<b>25,000</b>	<b>9,400</b>	<0.010	<0.01	<0.010	0.27	<0.010
I-3	7/6/2017	<b>1,100</b>	1,000	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
I-8	7/6/2017	<b>460</b>	200	<0.050	<0.05	<0.050	<0.050	<0.050
I-8 NW	7/6/2017	<b>11,000</b>	2,900	<0.050	0.11	0.30	1.6	<0.050
L-7	7/6/2017	<b>390</b>	160	<0.0050	<0.0050	<0.0050	0.034	<0.0050
M-3	7/6/2017	<b>280</b>	590	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
Q-3	7/6/2017	<b>540</b>	310	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050
Q-12	7/6/2017	<b>740</b>	490	<0.0050	<0.0050	<0.0050	<0.0050	<0.0050

Tier 1 ESL = San Francisco Bay Regional Water Quality Control Board Tier 1 Environmental Screening Level

TPHd = Diesel-range petroleum hydrocarbons

TPHm = Motor oil-range petroleum hydrocarbons

< = Non-detect at or above laboratory reporting limits

1. Tier 1 ESL exceedances are shown in bold.

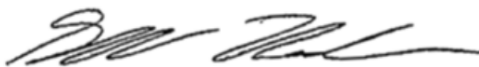
The sample points listed in Table 1 are located adjacent to the generator building, with the exception of points Q-3 and Q-12, which are located approximately 30 to 35 feet east and southeast, respectively, of the generator building. The Report states that there were several areas beneath the generator building foundation where the impacted soil was left in place. The Report also states that the final remedy for these soils will be addressed later. Based on the confirmation sample results, Caltrans concluded that the hydrocarbon concentrations in soil do not constitute a threat to human health or the environment, and regulatory closure should be granted for the case.

### **Comments**

Confirmation soil sample results indicate that left-in-place soil contains diesel fuel at concentrations exceeding Tier 1 ESL concentrations at 12 locations. Accordingly, Caltrans' recommendation of case closure is not warranted, and is denied. Additional soil remediation is needed near the generator building. By **15 November 2017**, please submit a work plan presenting your approach for addressing soil exceeding cleanup levels that has been left in place near the generator building. If Caltrans identifies additional excavation and disposal as the selected remedy, then a brief letter proposal may be submitted. The proposal should identify the areas to be targeted for excavation and a schedule for implementation.

As noted in Report, impacted soil is also present in an inaccessible area beneath the generator building. Institutional controls may be appropriate to restrict certain land uses at the Site while this soil remains in place. In the work plan, please present Caltrans' plans to either implement institutional controls at the Site, or remediate impacted soil underneath the generator building.

If you have any questions or comments about this letter, please contact me at (916) 464-4707 or via e-mail at [geoff.rader@waterboards.ca.gov](mailto:geoff.rader@waterboards.ca.gov).



Geoffrey Rader, P.E. Number C80249  
Water Resource Control Engineer

Cc: Mr. Robert Lauritzen, El Dorado County Environmental Management,  
Placerville

Letter Correspondence from Caltrans to Central Valley Regional Water  
Quality Control Board

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**  
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*Making Conservation  
a California Way of Life.*

September 25, 2017

Mr. Geoffrey Rader, P.E.  
Water Resource Control Engineer  
Central Valley Regional Water Quality Control Board  
11020 Sun Center Drive, Number 200  
Rancho Cordova, CA 95670

Dear Mr. Rader:

Thank you for working with Caltrans on a remediation plan to address the concerns that Central Valley Regional Water Quality Control Board has brought up. In response to the letter received last September 13, 2017, the following are my reply to the topics of concern:

- Diesel Generator Building—Caltrans has initiated an Engineer's Conceptual Report to demolish and replace the present generator building at Peddler Hill. The Program Advisor Engineer, District Asset Manager, and the Deputy District Director of Maintenance and Operations have reviewed and approved this document. This report includes the removal of the existing concrete slab of the generator building and removal of all diesel fuel contaminated soil underneath the existing generator building and slab. The project could cost Caltrans up to \$1.3 Million and will have to be programmed into the Caltrans Headquarters cycle for action. It is estimated to take about three years for the work to start, probably no earlier than the summer of 2020. Both Caltrans District 10 Engineering and Maintenance staff will stay focused and committed to ensure the building, slab, and contaminated soil are replaced in a prudent and timely fashion.
- Truck Parking Lot—Caltrans will request a project to commence next summer to replace the diesel-contaminated soil in the sites outside the generator building highlighted on the attached map. This project will either be combined with the replacement of the generator building or executed

as a separate project. Caltrans understands the urgent nature of the work and the fact that needs to be addressed as soon as possible. However, with the winter season approaching and the fact that Peddler Hill Maintenance typically receives several feet of snow a year, the work will have to be planned for the future. The facility is a 24/7 operational yard that is responsible to maintain over 40 miles of Route 88 in the high Sierra Mountains during the winter and keep the road safe and passable for traffic to Kirkwood and Lake Tahoe resorts.

If there are any questions, please contact Mr. Juan Armendarez, Caltrans Hazmat Manager at (209) 948-3723 or [juan.armendarez@dot.ca.gov](mailto:juan.armendarez@dot.ca.gov).

Thank you once again for your cooperation regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent Kibble", with a stylized flourish at the end.

Kent Kibble  
Region Maintenance Manager II, Mountain Region (A)

Cc: Samuel Jordan, Deputy District Director, Maintenance and Operations  
Division (A)  
Ali Juma, Maintenance Engineering Branch Chief  
Juan Armendarez, Hazmat Manager





## Appendix D Comment Letters and Responses

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This appendix contains the comments received during the public circulation and comment period from July 20, 2020 to August 19, 2020, retyped for readability. A Caltrans response follows each comment presented. Copies of the original comment letters and documents can be found in Volume 2 of this document.

### Email Comment from State Clearinghouse

**From:** Meng Heu <Meng.Hew@OPR.CA.GOV>  
**To:** Michaela Shelton <Michaela.Shelton@DOT.CA.GOV>  
**Subject:** SCH Number 2020070387  
**Date:** 7/20/2020

Your project is published and the review period has begun. Please use the “navigation” and select “published document” to view your project with attachments on CEQAnet.

**Closing Letters:** The State Clearinghouse (SCH) would like to inform you that our office will transition from providing close of review period and acknowledgement on your CEQA environmental document, at this time. During the phase of not receiving notice on the close of review period, comments submitted by State Agencies at the close of review period (and after) are available on CEQAnet.

Please visit: <https://ceqanet.opr.ca.gov/Search/Advanced>

- Filter for the SCH# of your project **OR** your “Lead Agency”
  - If filtering by “Lead Agency”
    - Select the correct project
  - Only State Agency comments will be available in the “attachments” section: **bold and highlighted**

Thank you for using CEQA Submit.

Meng Heu  
Office of Planning and Research (OPR)  
State Clearing House

To view your submission, use the following link.  
<https://ceqasubmit.opr.ca.gov/Document/Index/263324/2>

*Response to Email Comment from State Clearinghouse*

Thank you for confirming the submission of this document to CEQA Submit and for providing instruction on the new State Agency comment process on CEQAnet.

*Comment from Regional Water Quality Control Board*

17 August 2020

Jaycee Azevedo

California Department of Transportation, District 10

1976 Dr. Martin Luther King Boulevard

Stockton, CA 95295

COMMENTS TO REQUEST FOR REVIEW FOR THE NEGATIVE  
DECLARATION, PEDDLER HILL SOIL REMEDIATION PROJECT,  
SCH#2020070387,

AMADOR COUNTY

Pursuant to the State Clearinghouse's 20 July 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Negative Declaration* for the Peddler Hill Soil Remediation Project, located in Amador County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13420 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality

standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/)

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

[https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/sacsjr\\_201805.pdf](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stock piling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml)

### **Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order) Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:  
[https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2018-0085.pdf](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4856 or [Nicholas.White@waterboards.ca.gov](mailto:Nicholas.White@waterboards.ca.gov).



Nicholas White  
Water Resource Control Engineer

Cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

*Response to Regional Water Quality Control Board Comment*

Thank you for your comment. Caltrans has complied with the Storm Water Management Plan for controlling pollutant discharges and meeting permit requirements for this project by preparing a Storm Water Data Report with a Water Pollution Control Program. Project activities are anticipated to disturb less than one acre of soil. The construction contract will be covered by the Caltrans Statewide Municipal Separate Stormwater Sewer System National Pollutant Discharge Elimination System Permit Cas000003. In addition, the project will create less than 1.0 acre of new impervious surface, therefore post construction treatment is not required.

*Email Comment from California Department of Fish and Wildlife*

**From:** Tran, Harvey@Wildlife <[Harvey.Tran@Wildlife.ca.gov](mailto:Harvey.Tran@Wildlife.ca.gov)>  
**Sent:** Wednesday, August 19, 2020 3:49 PM  
**To:** Azevedo, Jaycee A@DOT <[jaycee.azevedo@dot.ca.gov](mailto:jaycee.azevedo@dot.ca.gov)>  
**CC:** Wildlife R2 CEQA  
**Subject:** Caltrans 10-1L650 Peddler Hill Soil Remediation – CEQA comments from CDFW 2020-0371-0000-R2

Good afternoon Jaycee,

I hope you're doing well in Stockton. Here is the CEQA comment for the Caltrans 03-3H390 1-5 Permit Load Mobility Improvement Project.

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to comment on the proposed draft Negative Declaration (ND) for

10-1L650 Peddler Hill Soil Remediation Project (Project). CDFW is responding to the draft ND as a Trustee Agency for fish and wildlife resources (Fish & G. Code, §§ 711.7 & 1802, and CEQA Guidelines, §§ 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) permit for incidental take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

This Project proposed to construct a temporary generator building, demolish existing generator building, and remediate soil underneath existing generator building at Peddler Hill Maintenance Station on State Route 88 at post mile 54.0 in Amador County.

CDFW recommends the following item be addressed in the CEQA document:

1. Page 5 Standard Measures and Best Management Practices Included in All Alternatives – Nesting birds

Migratory birds may utilize the existing generator building as nesting habitat and not just the nearby trees. CDFW recommends that Caltrans formulate an adaptive management plan to handle an active nest if the situation arises.

Please note that when acting as a responsible agency, CEQA guidelines section 15096, subdivision (f) requires CDFW to consider the CEQA environmental document prepared by the lead agency prior to reaching a decision on the Project. Addressing CDFW's comments and disclosing potential Project impacts on CESA-listed species and any river, lake, or stream, and provide adequate avoidance, minimization, mitigation, monitoring and reporting measures; will assist CDFW with the consideration of the ND.

Thank you and take care.

Best,

**Harvey Tran**

Environmental Scientist  
California Department of Fish and Wildlife  
Region 2 – North Central Region  
Habitat Conservation Program

*Response to California Department of Fish and Wildlife Email Comment*

Thank you for your comment on the Peddler Hill Soil Remediation Project. Due to the scope of the project and lack of sensitive habitat within the Peddler

Hill project limits, special-status species will not be impacted by the project. Caltrans Standard Special Provision 14-6.03A, "Species Protection" will be included in the construction contract and will establish protocols for preconstruction biological surveys as well as protocols that construction crews must comply with if an active nest is encountered.





## **Appendix E** List of Technical Studies Bound Separately (Volume 2)

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Air Quality Memorandum

Noise Compliance Memorandum

Water Compliance Memorandum

No Effects Memorandum

Screened Undertaking Memorandum

Initial Site Assessment

Climate Change Memorandum

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

Jaycee Azevedo

Central Region Environmental, California Department of Transportation

1976 Doctor Martin Luther King, Junior Boulevard, Stockton, California 95205

Or send your request via email to: [jaycee.azevedo@dot.ca.gov](mailto:jaycee.azevedo@dot.ca.gov)

Or call: (209) 941-1919

Please provide the following information in your request:

Project title

General location information

District number-county code-route-post mile

Project ID number