SOUTH TAHOE CAPM PROJECT

INITIAL STUDY

with Proposed Negative Declaration

EL DORADO COUNTY, CALIFORNIA

DISTRICT 03 – ED – 50 (Post Miles 77.3 to 80.44)

03-0J480 / EFIS 0319000289

Prepared by the
State of California Department of Transportation

Caltrans

December 2023

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 U.S. Highway 50 in South Lake Tahoe, 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 are available for review at the El Dorado County Library - South Lake Tahoe Branch, 1000 Rufus Allen Boulevard, South Lake Tahoe, CA.
- This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/ d3-environmental-docs
- Attend the public meeting on January 23, 2024, South Lake Tahoe Recreation & Swim Complex, 1180 Rufus Allen Boulevard, South Lake Tahoe, CA 96150, from 12-1 pm.
- 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: Tracy Robinson
  703 B Street
  Marysville, CA 95901

- Send comments via e-mail to: South.Tahoe.CapM@dot.ca.gov
- Be sure to send comments by the deadline: February 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: North Region Environmental – District 3, 703 B Street, Marysville, CA 95901; (530) 825-5252 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.

SOUTH TAHOE CAPM PROJECT

Improve, preserve and extend the pavement service life by addressing existing pavement that is in poor condition; extend the life of drainage systems rated in fair or poor condition; improve safety by addressing Transportation Management System elements; and updating curb ramps and sidewalk to meet current ADA standards

From Trout Creek Bridge (Post Mile 77.30) to Stateline, Nevada (Post Mile 80.44) on U.S. Highway 50 in EL Dorado County

INITIAL STUDY

With Proposed Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

12/22/2023

Date of Approval

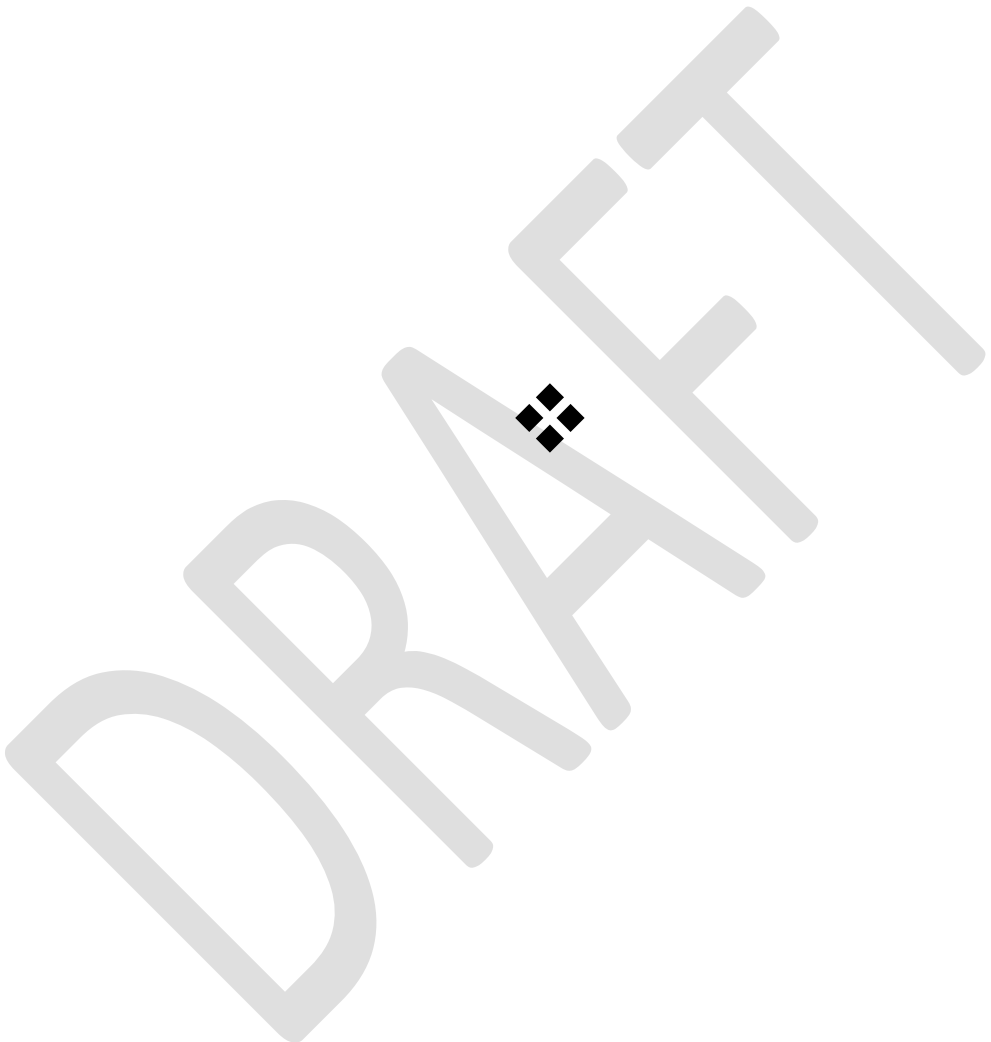
Mike Bartlett

Mike Bartlett, 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: Tracy Robinson
703 B Street
Marysville, CA 95901
(530) 720-3499

or use the California Relay Service TTY number, 711 or 1-800-735-2922.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Proposed NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number:

Project Description

The California Department of Transportation (Caltrans) proposes a preventative maintenance project along U.S. Highway 50 in South Lake Tahoe, El Dorado County, from Trout Creek Bridge at Post Mile (PM) 77.30 to the Nevada Stateline at PM 80.44. The proposed project would replace existing pavement from Trout Creek Bridge to the Nevada Stateline; rehabilitate drainage systems; add and replace Transportation Management System (TMS) elements; replace roadside signs and modify a traffic signal; upgrade and replace curb ramps and sidewalk to meet compliance requirements under the Americans with Disabilities Act (ADA); and extend existing fiber optics from Pioneer Trail to the Nevada State line.

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 based on the following:

The project would have *No Effect* on:

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

The project would have *Less than Significant Impacts* on:

- Aesthetics
- Air Quality
- Greenhouse Gas
- Hazardous Waste
- Hydrology and Water Quality
- Wildfire

_____ _____

Mike Bartlett, Office Chief
North Region Environmental–District 3
California Department of Transportation

Date

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List of Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AB	Assembly Bill
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
ASR	Archaeological Survey Report
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPM	Capital 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
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	methane
CIA	Cumulative Impact Analysis
CIPP	Cured-In-Place-Pipe (culvert lining)
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTP	California Transportation Plan
CWA	Clean Water Act
DBH	Diameter-at-Breast-Height
Department	Caltrans

Acronym/Abbreviation	Description
DOT	Department of Transportation
DP	Director's Policy
ECL	Environmental Construction Liaison
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESL	Environmental Study Limits
ºF	degrees Fahrenheit
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FP	Fully Protected (species)
FR	Federal Register
GDP	Gross Domestic Product
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
IS	Initial Study
IS/ND	Initial Study / Negative Declaration
LCFS	low carbon fuel standard
LF	Linear Feet
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MCAB	Mountain Counties Air Basin
MLD	Most Likely Descendent
MMT	million metric tons
MMTC0_2e	million metric tons of carbon dioxide equivalent
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVDS	Microwave Vehicle Detection System
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

Acronym/Abbreviation	Description
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O_3	ozone
OPR	Governor's Office of Planning and Research
PBO	Programmatic Biological Opinion
PDT	Project Development Team
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
Project	South Lake Tahoe CAPM
PRC	Public Resources Code (California)
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SE	Southeast
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SNC(s)	Sensitive Natural Community(ies)
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THVF	Temporary High Visibility Fencing
TMP	Transportation Management Plan
TMS	Transportation Management System
TRPA	Tahoe Regional Planning Agency
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency

Acronym/Abbreviation	Description
USFWS	U.S. Fish and Wildlife Service
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
WPCP	Water Pollution Control Program

Chapter 1. Proposed Project

1.1 Project History

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

The proposed project is located on U.S. Highway 50 (US 50) in El Dorado County from Trout Creek Bridge at Post Mile (PM) 77.3 to the Nevada Stateline at PM 80.44 (Figure 1). US 50 is a transcontinental highway, stretching from Sacramento, California, in the west to Ocean City, Maryland, in the east. The California portion of US 50 runs east from Interstate 80 (I-80) in West Sacramento to the Nevada Stateline in South Lake Tahoe, California. The US 50 corridor is a historic route, used by many miners who came to California during the Gold Rush as well as the Pony Express. In 1895, part of the present day route was designated as California's first state highway, and it was later designated as one of two routes of the Lincoln Highway across the Sierra Nevada.

The portion of US 50 within the project limits is subject to annual record snowfall and this large snowfall results in reduction of pavement friction and vehicle maneuverability. The existing pavement within the project area is showing signs of distress and is in fair condition, and without preventative measures to extend the pavement life is expected to further deteriorate. This project will also address the rehabilitation of project safety elements.

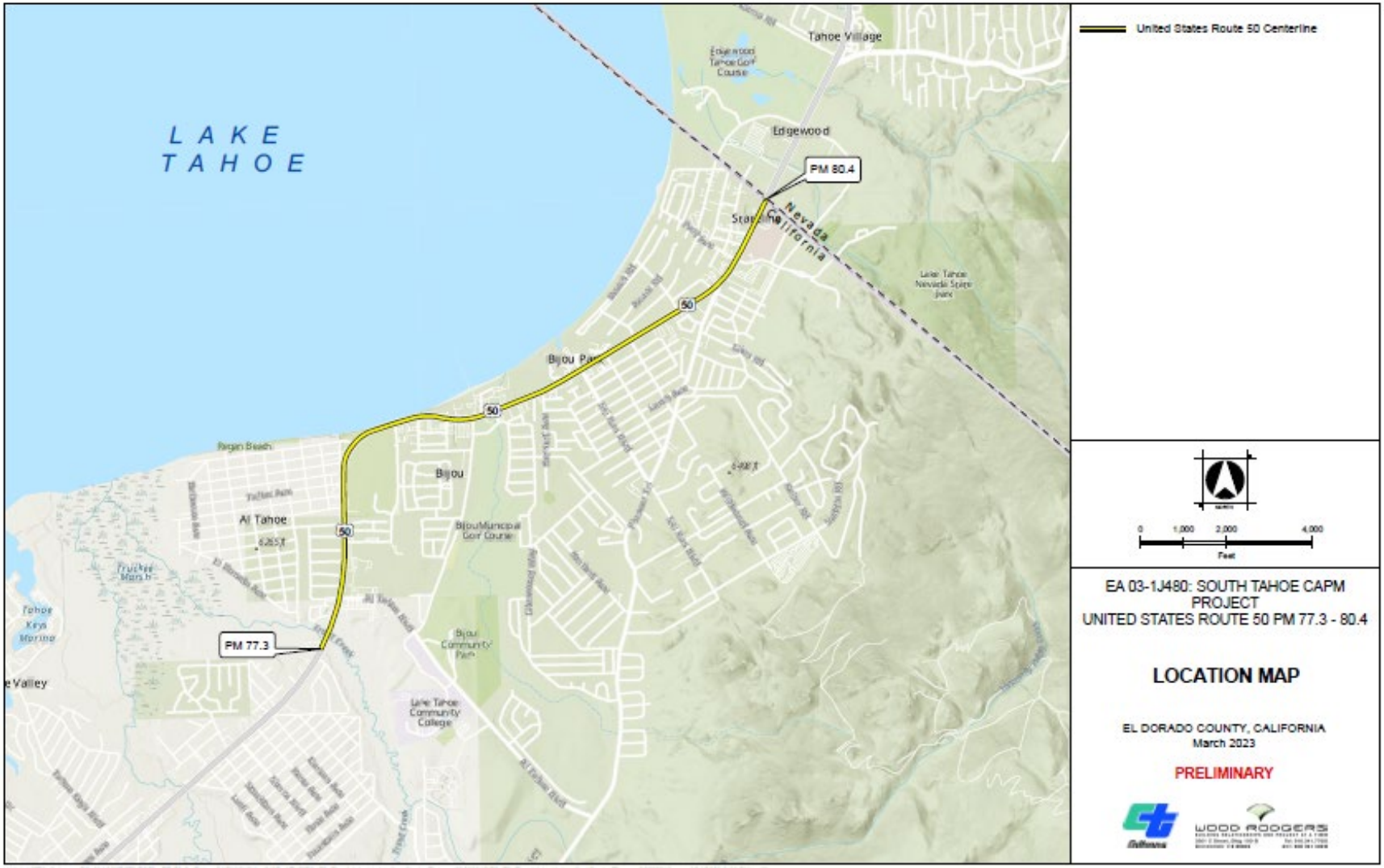

Figure 1. Project Vicinity Map

1.2 Project Description

To address existing pavement in poor condition, the California Department of Transportation (Caltrans) proposes a preventative maintenance project by cold planing the existing pavement. Cold planing is a process to remove the surface of the existing pavement to increase performance and service life of the roadway. The proposed project would also rehabilitate drainage systems in fair and poor condition by replacing and relining culverts; adding Transportation Management System (TMS) elements by adding a closed circuit Television (CCTV), a Variable Message Sign (VMS) and census station; and replace one roadside sign and modifying an existing signal light by installing a new foundation and signal and controller cabinet. This project would include ADA enhancements for curb ramps and sidewalks by adjusting slopes, ramp lengths, adjusting drainage at the ramps, relocating push buttons; extending existing Fiber Optics from Pioneer Trail to Stateline which allows the traffic systems to have better and reliable connections to the Traffic Management Center (TMC).

Project Objective

Purpose

The purpose of this project is to preserve and extend the pavement service life by rehabilitating existing pavement that is in poor condition, extend the life of drainage systems by rehabilitating or replacing systems rated as fair or poor condition, and improve safety by addressing TMS elements, signs, ADA curb ramps, and sidewalks that are not to current standards.

Need

The proposed project is needed because the existing pavement within the project area from Trout Creek Bridge to Stateline exhibits signs of distress. The existing pavement is in poor condition due to reduce pavement friction from harsh winter weather and high traffic loads. A culvert assessment indicates that multiple culverts are in fair and poor condition, which jeopardizes the stability of the existing roadbed. TMS elements, and signs require upgrades to support coordination between traffic systems and improve traffic flows. This project also proposes to ensure that the standards for the Americans Disability Act (ADA) are met by upgrading the curb ramps and sidewalks. The upgrade will allow pedestrians with disabilities to have an equal opportunity to safely use the public rights-of-way of the transportation system.

Proposed Project

Pavement

- Cold plane overlay from PM 77.35 to 80.44. Cold plane to a depth of 0.25' followed by 0.25' Hot Mix Asphalt–Type A (HMA-A) overlay. This would take place from edge of pavement to edge of pavement with the goal of increasing high mountain Sierra pavement performance and service life.
- Repair locations of severe failure.
- Restripe lanes and shoulders with recessed and/or surface applied two component paint (epoxy).
- Repaint Green Bike Lane treatment – existing treatment at intersections and driveways will be removed by cold plane operations and will require replacement.
- Replace vehicle detection loops damaged by cold plane operations.

Drainage

- Rehabilitate 29 poor and fair condition culverts between PM 77.3 and PM 80.44 as follows:
    - Replace (9) nine 18'-long culverts with new 18'-long Reinforced Concrete Pipe (RCP) for total length of approximately 985 linear feet (LF).
    - Cured-in-place (CIPP) lining of 20 culverts for total length of approximately 2,532 LF. The majority of the CIPP linings are expected to use standard CIPP lining materials. Culverts discharging to environmentally sensitive areas (receiving waters, wetlands or habitat) shall be CIPP lined using non-styrene lining materials.

Transportation Management System Elements

- Add one new closed Circuit Television (CCTV) at PM 80.02.
- Add one new Variable Message sign (VMS) at PM 80.21 east of Pioneer Trail.

- Install a census station at PM 80.43 which consists of 1 CCTV and 4 Microwave Vehicle Detection System (MVDS) devices. Installation would require a new pole with a new foundation. Trenching would be required from the new pole location to connect to an existing electronic controller cabinet where a new type of 334 cabinet would be installed to accommodate the census station.

- Add one new Type 15 luminaire at southeast (SE) corner of Wildwood Avenue at PM 79.55.

- Extend underground existing fiber optic from Pioneer Trail to Stateline.

Signs

- Replace one roadside 2-post sign on the north side at PM 79.23.

Traffic Signals

- Modify existing traffic signal at Stateline Avenue, PM 80.44. Install new foundation and signal controller cabinet.

Americans with Disabilities Act (ADA)

- Replace 65 existing nonstandard curb ramps with new Americans with Disabilities Act (ADA) curb ramps designed to current standards.

- TCEs will be required to perform work

ADA Enhancements – Complete Streets

- Upgrade approximately 3,750 LF of sidewalk between PM 79.29 and PM 80.00 on the east side of US 50 from Ski Run Boulevard to Pioneer Trail and approximately 200 LF of sidewalk between PM 80.14 to PM 80.18 on the west side of US 50. The existing sidewalk and driveways would be removed and replaced with ADA compliant sidewalk and driveways.

- Add new bicycle video system at 6 locations with a communication module that would allow access to monitor and add video detection system through internet using the Departments VPN.

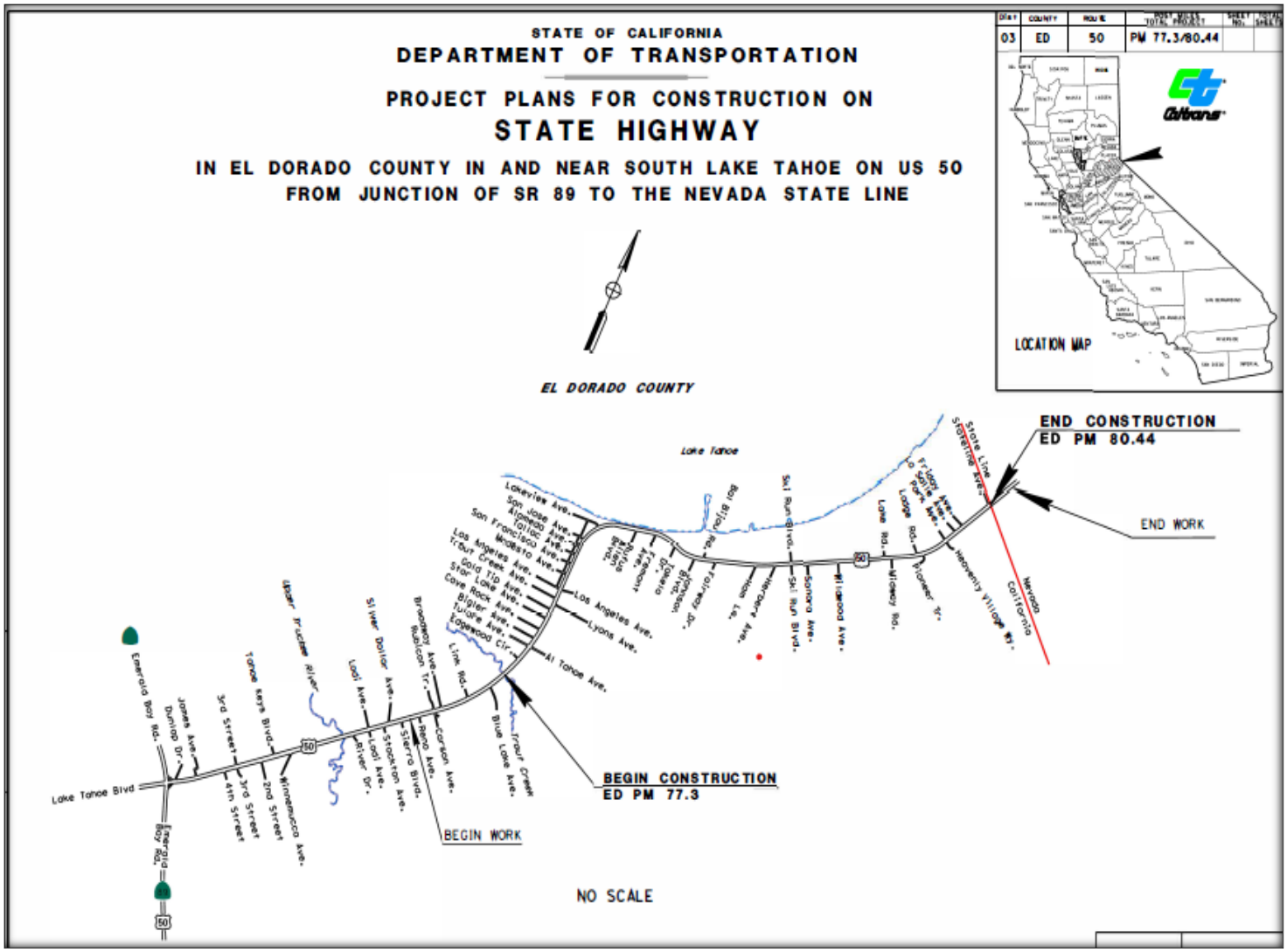

Figure 2. Project Location Map

No-Build Alternative

This 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.

Alternatives Considered but Eliminated from Further Consideration

As this is a maintenance project, and due to the limited scope of work, additional alternatives have not been considered for this project.

General Plan Description, Zoning, and Surrounding Land Uses

The General Plan is a comprehensive policy document that informs future land use decisions. It establishes land use designations and polices that identify a range of zoning options and surrounding land uses. Planning and Zoning in the City of South Lake Tahoe is guided by the City's General Plan (City of South Lake Tahoe General Plan 2011), which is implemented through Plan Area Statements and Community Plans. The City Council adopted an updated General Plan on May 17, 2011. According to the General Plan, the vision of the 2030 South Lake Tahoe General Plan is to continue efforts to create a more sustainable community by focusing on new development and revitalization; encouraging pedestrian and bicycle-friendly developments and to reduce the dependency on vehicular travel.

The landscape within and around the project area primarily consists of small and large scale commercial businesses, historic districts, recreational activities, and rural residential areas surrounded by forested mountains and views of the lake.

1.3 Permits and Approvals Needed

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

Table 1. Agency, Permit/Approval and Status

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

1.4 Standard Measures and Best Management Practices Included in All Alternatives

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

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.4.

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

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: The proposed Variable Message Sign (VMS) pole, census station pole, and cabinets will be painted a midnight green color to visually blend with the surrounding natural landscape; as preferred per the City of South Lake Tahoe's Public Improvement and Engineering Standards.

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. A *Bird Exclusion Plan* would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle birds or bats. Exclusion devices would be installed outside of the breeding season (September 16 through January 31) to eliminate the re-occupancy of existing structures by migratory bird species that may attempt to nest on the structure during construction. On structures or parts of structure where it is not feasible to install bird exclusion devices, partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 1 through September 15 with biologist discretion) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

C. 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 because of 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.

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

E. Hydroacoustic monitoring would occur during activities such as impact pile driving, hoe ramming, or jackhammering which could potentially produce impulsive sound waves that may affect listed fish species. Hydroacoustic monitoring would comply with the terms and conditions of federal and state Endangered Species Act consultations.

The *Hydroacoustic Monitoring Plan* would describe the monitoring methodology, frequency of monitoring, positions that hydrophones would be deployed, techniques for gathering and analyzing data, quality control measures, and reporting protocols.

F. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors (e.g., amphibians, fish). The biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, bridge demolition, pile-driving and hoe-ramming, and drilling for bridge foundations to ensure adherence to permit conditions. In-water work restrictions would be implemented.

G. 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.

H. A Limited Operating Period would be observed, whereby all in-stream work below ordinary high water would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species.

BR-3: Invasive Species

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

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

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

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

A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

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

C. 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, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas.

D. Where feasible, the structural root zone would be identified around each large-diameter tree (>2-foot diameter at breast height [DBH]) directly adjacent to project activities, and work within the zone would be limited.

E. When possible, excavation of roots of large diameter trees (>2-foot DBH) would not be conducted with mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots would be pruned away to make sharp, clean cuts.

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

BR-5: Wetlands and Other Waters

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

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

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

Cultural Resources

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

CR-2: 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-3: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to

California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally-owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 United States Code [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.

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

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

GHG-4: 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 State Route 50 during project activities.

Hazardous Waste and Material

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

HW-2: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Residue Containing Lead from Paint and Thermoplastic."

HW-3: If treated wood waste (such as removal of 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: 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-2: A Transportation Management Plan (TMP) would be applied to the project.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. Highway 50.

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

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

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the provisions of the Caltrans 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.
- 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.

1.5 Discussion of the NEPA Categorical Exclusion

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

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected

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

Potential Impact Area	Impacted: Yes / No
Aesthetics	Yes
Agriculture and Forest Resources	No
Air Quality	Yes
Biological Resources	No
Cultural Resources	No
Energy	No
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	No
Population and Housing	No
Public Services	No
Recreation	No
Transportation	No
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	Yes
Mandatory Findings of Significance	No

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

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

Project features, which can include both design elements of the project, as well as standardized measures applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are 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 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 include 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 (14 CCR § 15126.4(a)(1)(B)).

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

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

No-Build Alternative

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

Definitions of Project Parameters

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

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

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

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

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

Biological Study Area (BSA): The BSA encompasses the ESL plus any areas outside of the ESL that could potentially affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. Each BSA should be identified and defined.

2.1 Aesthetics

Except as provided in the Public Resources Code Section 21099:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?				✓
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
Would the project: c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Visual Impact Assessment* dated July 14, 2023 (Caltrans 2023h).

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 PRC Section 21001[b]).

Environmental Setting

The project site is within SR-50's Eligible State Scenic Highway limits. The limits are also within Tahoe Region Planning Area's (TRPA) jurisdiction and are subject to its Scenic Protection Program (SPP). The scenic goals of TRPA are to "maintain and restore the scenic qualities of the natural appearing landscape; and improve the accessibility of Lake Tahoe for public viewing" (TRPA Scenic Protection Program, 2023). The scenic corridor along the project limits has a variety of views. Generally, the fore and middle grounds have good visual continuity as seen by the balance between the native or naturalized vegetation and the developed landscape. This visual continuity is made possible by the establishment of policies, scenic programs, and design guidance by TRPA, the City of South Lake Tahoe, and local organizations. When background views are offered, their visual quality is consistently good.

Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

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

No Impact: A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourists and tourist guides. A substantial adverse effect to such a scenic vista is one that degrades the view from a designated view spot. No scenic viewpoints or vistas would be affected by the proposed project. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista.

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

No Impact: The project limits of US 50 are listed as an Eligible State Scenic Highway. The route consists of a scenic corridor with lots of tall coniferous trees; an intact landscape with great views of Lake Tahoe; and a rustic architecture that helps create a vivid landscape. The addition and updating of project features would not alter unique landscape features that

would potentially affect the route's current eligibility as a State Scenic Highway. Therefore, the project would not substantially damage the region's 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.)

Less Than Significant: The project updates and additions are not expected to degrade the existing visual character or quality of public views of the site and its surroundings. The project improvements are very compatible with the existing site elements. Access and staging during construction may have a temporary minor impact on vegetation at the project site; however, with implementation of Caltrans Standard Measures and Best Management Practices and restoration efforts, this would result in no effect to the quality of public views of the site and its surroundings. In addition, applicable design guidelines governing scenic quality within the project limits would be implemented where possible to preserve the visual character of the corridor. Therefore, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

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

No Impact: While the proposed work is expected to be completed during normal working daylight hours, there may be occasions of some nighttime working hours. However, all nighttime illumination sources would comply with standard Caltrans and Cal/OSHA practices which control illumination for public safety, and any light and glare from construction activities would be temporary.

The proposed Variable Message sign (VMS) at the northeast corner of US 50 and La Salle Street would create a new source of light or glare that may be prominent during the nighttime. The sign will be located within the Tourist Core area of the corridor and adjacent to the current Stardust Lodge. While the exact placement of the sign is unknown at this time, it is expected to be strategically placed as to avoid any light pollution into the units of the lodge occupants. The brightness of the sign will be limited to the minimum necessary to safely read the messages. Currently, in the immediate vicinity of the proposed VMS sign location, there are two streetlights that provide night lighting. Existing views in the area would not be affected by the minimal lighting produced by the VMS sign.

In summary, when looking at the entirety of the proposed project, the VMS sign, along with the rest of the improvements, would not create a new significant source of light or glare that would adversely affect the day or nighttime views of the project area.

Mitigation Measures

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

2.2 Agriculture and Forest Resources

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

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

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as information from the California Department of Conservation 2023. Potential impacts to Agriculture and Forest Services are not anticipated.

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

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: According to the California Department of Conservation (2023), project implementation would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use. Therefore, there would be no impact.

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

No Impact: The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. As proposed, the project would not convert prime farmland, unique farmland, or farmland of statewide importance, does not include any components that would have a direct or indirect effect on farmland, nor would it impact Williamson Act contracts. Therefore, there would be no impact.

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: According to the El Dorado County zoning maps, the project site is not designated as timberland and is not zoned for timberland production. Areas in which improvements would occur do not meet the definition of forest land or timberland. Therefore, the proposed project would have no impact on forest land or timberland.

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

No Impact: The project site and abutting areas are commercial and tourist properties. The project would not result in the loss of forest land or conversion of forest land to non-forest use; therefore, there would be no impact.

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 would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, there would be no impact.

Mitigation Measures

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

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 Caltrans *Air Quality and Noise Analysis Report* dated June 2, 2023 (Caltrans 2023a). Potential impacts to Air Quality are not anticipated.

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.

Environmental Setting

The project is in El Dorado County, California, within the Mountain Counties Air Basin (MCAB), which lies in the northern Sierra Nevada close to the Nevada border and covers an area of roughly 11,000 square miles. Elevations range from over 10,000 feet at the Sierra Nevada crest down to several hundred feet above sea level at the Sacramento County boundary. Throughout El Dorado County, the topography is highly variable and includes rugged mountain peaks and valleys with extreme slopes and altitude differences in the Sierra Nevada, as well as rolling foothills to the west. The western slope of El Dorado County, from the Tahoe Basin rim on the east to the Sacramento County boundary on the west, lies within the MCAB.

The topography and meteorology of the MCAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers (where warm air overlays cooler air) frequently form and trap pollutants close to the ground. In the winter, these can lead to elevated carbon monoxide (CO) concentrations, known as "hot spots" along heavily traveled roads and at busy intersections (www.edcgov.us).

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: Traffic volume, fleet mix and speed would remain the same in the build versus No-Build condition as an increase in emissions is not expected due to this project. A minor increase in emissions would occur during construction; however, these emissions represent a small portion of regional emissions and would be conducted according to California Air Resource Board regulations and Caltrans Standard Specifications. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable 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?

No Impact: With implementation of applicable air district regulatory measures and Caltrans Standard Specifications, which would reduce construction emissions, there would be no impact.

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

Less Than Significant: The project would not generate/expose sensitive receptors to substantial pollutant concentrations. The project would result in temporary construction emissions, construction dust, and equipment exhaust which are not considered substantial. However, Caltrans Standard Measures and Best Management Practices and special provisions would be implemented during all phases of construction work; thus, the impact 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?

No Impact: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, there would be no impact.

Mitigation Measures

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

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" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Natural Environment Study/Minimal Impacts* dated July 2023 (Caltrans 2023c). Potential impacts to biological resources are not anticipated.

Regulatory Setting

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

Sensitive Natural Communities

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

Wetlands and Other Waters

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

- Federal: Clean Water Act (CWA)–33 United States Code (USC) 1344
- Federal: Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State: California Fish and Game Code (CFGC)–Sections 1600 to 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 1500–1508
- 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.

Environmental Setting

A Natural Environment Study (NES) (Caltrans 2023) was prepared for the project. Caltrans coordinated with fisheries biologists and water quality specialists, as well as agency personnel from USFWS, NMFS, CDFW, RWQCB, and USACE. See Chapter 3 for a summary of these coordination efforts and professional contacts.

As documented in the Natural Environment Study (NES), general field surveys were conducted on May 12, 2023, and July 7, 2023, to identify the potential presence of special status plant and animal species within the Environmental Study Limits (ESL). Caltrans biologists reviewed specific habitat requirements, life history notes, and species distribution and determined there is a low potential for special status species and habitat to be present within the project area.

Sensitive Natural Communities

All federally listed, state listed, and special status species known to occur within the South Lake Tahoe 7.5 minute USGS quadrangle were analyzed for their potential to occur within the project vicinity (Table 1). The list of species is based on the results of queries and official species lists obtained from USFWS, NMFS, CDFW, and CNPS.

The determination of whether a species could potentially occur was based on the presence of the species and suitable habitat within the study area. Species requiring specific habitat not present in the vicinity of the project were eliminated as potentially occurring and are not discussed further.

Wetlands and Other Waters

The term "jurisdictional wetlands" refers to areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Jurisdictional wetlands generally include swamps, marshes, bogs natural drainage channels, and seasonal wetlands.

Jurisdictional Waters of the United States (WOTUS) are defined as those waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce, including all waters subject to the ebb and flow of the tide and all interstate waters including interstate wetlands. This definition also includes interstate lakes, rivers, streams (including intermittent and ephemeral), mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce.

Plant Species

Special status plant species are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the presence of habitat required by the special status plants occurring on site. No listed plant(s) were found to be present within the Biological Study Area (BSA).

Animal Species

Animals are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the habitat requirements of special-status animals occurring on site.

Threatened and Endangered Species

The California Endangered Species Act (CESA) states that all native species of fish, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protect and preserved.

Invasive Species

Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. Caltrans Best Management Practices would be implemented to ensure invasive species do not proliferate.

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

No Impact: Special status plant species are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the presence of habitat required by the special status plants occurring on site. Upon conducting botanical surveys, no listed plant(s) were found to be present within the Environmental Study Limits (ESL).

Animal Species

No Impact: Animals are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the habitat requirements of special status animals occurring on site. During biological surveys, no special status/listed animal species or suitable habitat were identified within the Biological Study Area (BSA).

Threatened and Endangered Species

No Impact: As no threatened or endangered species and their suitable habitat were present in the project BSA, there would no impact. No threatened or endangered species were observed within the project BSA. Therefore, there would be no impact to threatened and endangered species.

Invasive Species

Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. Caltrans Standard Measures and Best Management Practices would be implemented to ensure invasive species do not proliferate. Therefore, there would be no impact to invasive species.

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

No Impact: Natural communities within the project limits are interspersed between roadways. Vegetation community types encountered within the project limits include developed/ruderal communities. There are no habitats or natural communities of special concern within the Environmental Study Limits.

Invasive Species

No Impact: Ruderal plant communities are characterized by plant species that are first to colonize disturbed areas, and often include invasive species. Ruderal/developed portions of the project area consist of graveled roads and paved roadways along the US 50 freeway. Ruderal areas include several areas of naturalized vegetation that support mature trees with ruderal or non-native annual grassland and forbs in the understory. The vegetative composition of the developed area is usually sparse and generally consists of ornamental-landscaped plants or non-native species.

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?

Wetlands and Other Waters

No Impact: The term "jurisdictional wetlands" refers to areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Jurisdictional wetlands generally include swamps, marshes, bogs, natural drainage channels, and seasonal wetlands.

Jurisdictional Waters of the United States (WOTUS) are defined as those waters that are currently used, or were used in the past, or may be susceptible to use in interstate commerce,

including all waters subject to the ebb and flow of the tide and all interstate waters, including interstate wetlands. This definition also includes interstate lakes, rivers, streams (including intermittent and ephemeral), mudflats sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds where the use, degradation, or destruction of which could affect interstate or foreign commerce. As no work would occur in jurisdictional creeks or other waterbodies, there would be no impacts to wetlands and other waters.

Invasive Species

No Impact: Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. Caltrans Standard Measures and Best Management Practices would be implemented to ensure invasive species do not rapidly increase.

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?

Animal Species

No Impact: Animals are considered to be of special concern based on federal, state or local laws regulating their development; limited distribution; and/or the habitat requirements of special status animals occurring on site. The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

Threatened and Endangered Species

No Impact: No threatened or endangered species were observed within the project limits. Additionally, as no work would occur in jurisdictional creeks or other waterbodies, there would be no obstruction to fish passage.

Invasive Species

No Impact: Executive Order 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States. Caltrans Standard Measures and Best Management Practices would be implemented to ensure invasive species do not rapidly increase.

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

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

No Impact: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance, as none 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?

No Impact: The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, other approved local, regional or state habitat conservation plan. Therefore, there would be no impact.

Mitigation Measures

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

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" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Archaeological Survey Report* dated August 2023 (Caltrans 2023b). Potential impacts to Cultural 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 in 14 CCR § 15000 et seq.)
- Native American Historic Resource Protection Act–PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends the California Environmental Quality Act and the Native American Historic Resource Protection Act:
  - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment
  - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

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

Environmental Setting

The project was examined for cultural and historic resources by Caltrans archaeologists in 2022. Efforts consisted of an archival review, Native American Tribal consultation, Historical Society consultation, and an intensive pedestrian survey. An associated Archaeological Survey Report (ASR) was prepared to detail results of the efforts. The ASR was used to support preparation of a Historic Property Survey Report (HPSR) consistent with Caltrans' regulatory responsibilities under the Section 106 Programmatic Agreement of the National Historic Preservation Act.

The project Area of Potential Effect (APE) was subject to systematic intensive pedestrian archaeological field survey in 2022. The heritage resource identification strategy utilized in this inventory was surface intensive, which consisted of transects space between 16 to 32 feet and the round surface closely examined for evidence of cultural remains. Soil visibility varied considerably throughout the project from 100 percent in areas of no vegetation to 0 percent in areas of heavy vegetation/forest duff and asphalt/concrete. In areas of low soil visibility, 164 feet in diameter area of ground surface was scraped clear of vegetation approximately every 65 feet, where needed, to provide adequate ground visibility.

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?

No Impact: Based on the known historic uses of the area, the prior ground disturbance within the APE, and the fact that archaeological resources were not identified within the APE, archaeological materials are not expected to be discovered during construction activities. Therefore, there would be no impact.

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

No Impact: Based on the known historic uses of the area, the prior ground disturbance within the APE, and the fact that archaeological resources were not identified in the APE, archaeological material are not expected to be discovered during construction activities. 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 known historic uses of the area, the prior ground disturbance within the APE, and the fact that no archaeological resources were identified in the APE, human remains are not expected to be discovered during construction activities. Therefore, there would be no impact.

Mitigation Measures

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

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" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Energy report (found in *Air Quality and Noise Analysis)* dated June 2, 2023 (Caltrans 2023a). Potential impacts to Energy are not anticipated.

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?

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

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

No Impact: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency because the proposed project is a State Highway Operations and Protection Program (SHOPP) Pavement Rehabilitation, Capital Preventative Maintenance (CAPM) project. Projects funded with SHOPP resources are for safety,

improvements, damage repairs, and highway operational projects on the State Highway System. The purpose of the proposed project is to repair and preserve U.S. 50. Therefore, there would be no impact.

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 the Department of Conservation/Caltrans Highway Corridor Landslide Hazard Mapping program and California Geological Survey (CGS), Earthquake Zones (California Department of Conservation 2023b). Potential impacts to geology and soils are not anticipated based on the following:

- The proposed project is not in a fault zone and would not rupture a known earthquake fault, as delineated by the most recent Alquist-Priolo Earthquake Fault Zoning Map.
- The proposed project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking.
- The proposed project would not cause substantial adverse effects, including the risk of loss, injury, or death due to seismic-elated ground failure, including liquefaction. The project area is not in a liquefaction zone; the general composition of the soils are sedimentary rocks.
- The proposed project would not cause substantial adverse effects, including the risk of loss, injury, or death due to landslides. The project area is not susceptible to landslides, nor has a landslide occurred where the proposed project is located.
- The proposed project would not result in substantial soil erosion or the loss of topsoil. The project will implement erosion control during construction.
- The proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

- The proposed project is not located on expansive soil, creating substantial risks to life or property.
- The proposed project would not construct septic tanks or alternative waste-water disposal systems.

Paleontological Resources

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

No Impact: On July 20, 2023, California Department of Transportation (Caltrans) conducted a paleontological resource assessment of the soils proposed to be disturbed by the project. Based on the Caltrans Division of Environmental Analysis GIS Paleontology Sensitivity Map Caltrans 2023f), the soils that would be disturbed by the project are either Holocene/Pleistocene alluvial deposits of low paleontological resource potential or Holocene/Pleistocene glacial deposits of low paleontological resource potential. Because these deposits are unlikely to contain scientifically significant fossils, the proposed project would not affect paleontological resources.

2.8 Greenhouse Gas Emissions

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

Climate Change

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

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

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

Regulatory Setting

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

FEDERAL

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

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

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201), as amended by the Energy Independence and Security Act (EISA) of 2007, and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The United States Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

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

STATE

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

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

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (CARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit

continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires the CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

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

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

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

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including the CARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs the CARB to update the *Climate Change Scoping Plan* to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is

assessed as multiples of CO_2.) Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

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

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

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

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires the CARB to prepare a report that assesses progress made by each Metropolitan Planning Organization (MPO) in meeting their established regional greenhouse gas emission reduction targets.

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

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

Environmental Setting

The proposed project area is located on State Route 50 in El Dorado County, within the city of South Lake Tahoe. The general setting of the region consists of a gently sloping urban conifer forest within the basin limits of Lake Tahoe. The South Lake Tahoe region consists of land uses that cater to tourism, recreation, commercial, conservation and residential uses. The proposed improvements are located along the main tourist, recreation and commercial areas.

GHG INVENTORIES

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

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79% were CO_2, 11% were CH_4, and 7% were N_2O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27% of total U.S. GHG emissions in 2020, more than any other sector (Figure 1), and for 36% of all CO_2 emissions from fossil fuel combustion. Transportation CO_2 emissions for 2020 decreased 13% from 2019 to 2020, but were 7% higher than transportation CO_2 emissions in 1990 (Figure 2) (U.S. EPA 2022b).

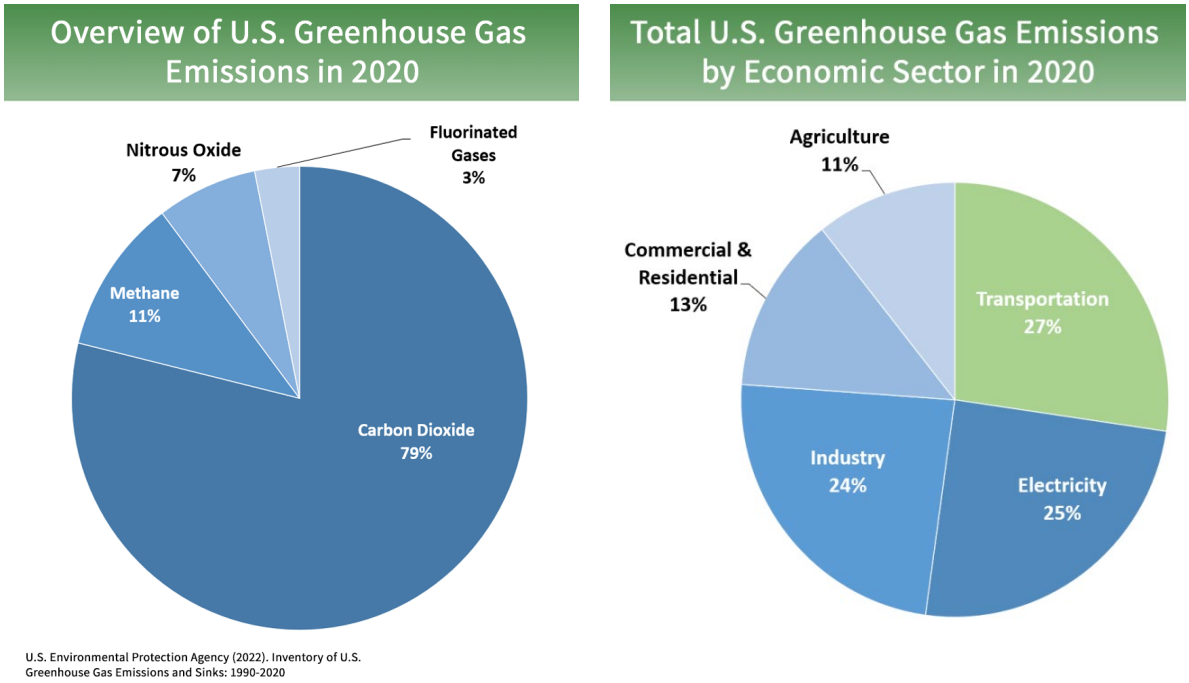

Figure 3. U.S. 2020 Greenhouse Gas Emissions

(Source: U.S. EPA 2022b)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial and residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California GHG emissions in 2020 were 369.2 $MMTCO_2e$, a reduction of 35.3 $MMTCO_2e$ from 2019 and 61.8 $MMTCO_2e$ below the 2020 statewide limit of 431 $MMTCO_2e$. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movement. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37% of statewide emissions (Figure 4). (Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47% of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.)

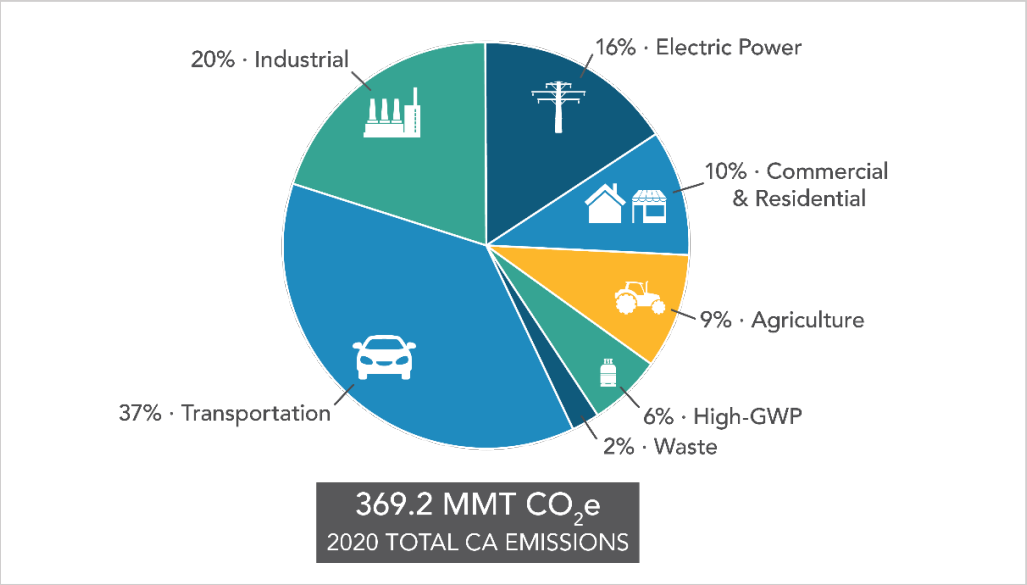

Figure 4. California 2020 Greenhouse Gas Emissions by Scoping Plan Category

(Source: CARB 2022a)

California's gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 5). It is expected that total GHG emissions will increase as the economy recovers over the next few years (CARB 2022a).

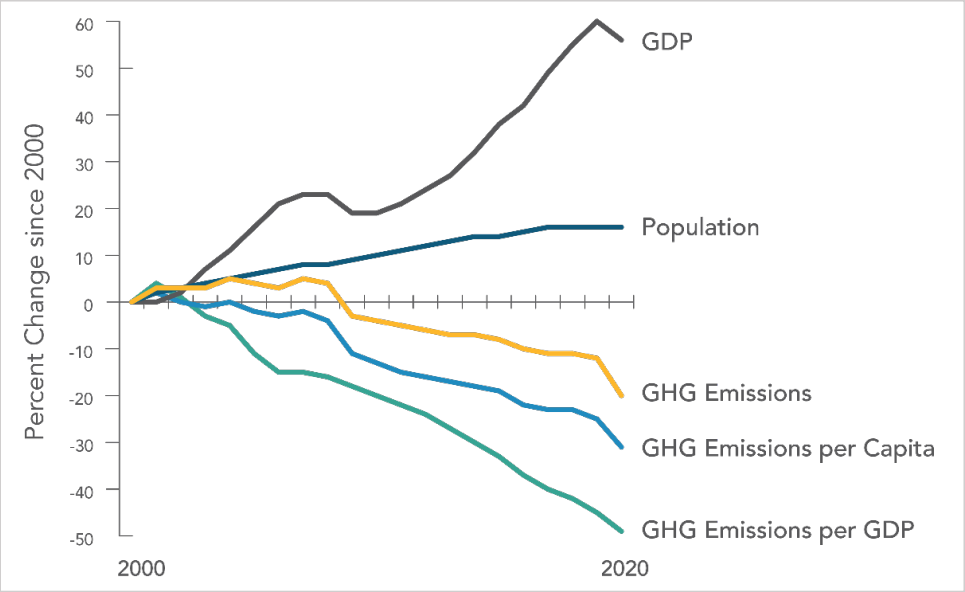

Figure 5. Change in California GDP, Population, and GHG Emissions since 2000

(Source: CARB 2022a)

AB 32 required the CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The CARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (CARB 2022b).

REGIONAL PLANS

The CARB sets regional GHG reduction targets for California's 18 Metropolitan Planning Organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for Tahoe Regional Planning Agency. The regional reduction target for Tahoe Regional Planning Agency is 5 percent by 2035 (CARB 2022c).

Table 2. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Tahoe Regional Planning Agency (TRPA)	• Support mixed-use, transit-oriented development, and community revitalization projects that encourage walking, bicycling, and easy access to existing and planned transit stops. • Leverage transportation projects to achieve and maintain environmental thresholds through integration with the Environmental Improvement Program. • Implement greenhouse gas reduction strategies in alignment with federal, state, tribal, and regional requirements and goals. • Develop and implement project impact analysis, mitigation strategies and fee programs to reduce Vehicle Miles Traveled and auto trips. • Prioritize projects and programs that enhance non-automobile travel modes. • Facilitate and promote the use of zero emission vehicle (ZEV) freight heavy-duty, transit, fleet, and passenger vehicles through implementation of the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.

Project Analysis

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

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal. ^{5t}h 497, 512). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

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

Operational Emissions

This project would not change traffic volume, fleet mix, speed, or any other factor that would cause an increase in emissions relative to the No-Build alternative; therefore, this project would not cause an increase in operational emissions. No minimization measures are recommended for operational emissions.

For Non-Capacity-Increasing Projects

The purpose of the proposed project is to preserve and extend the pavement service life by addressing existing pavement that is in poor condition. This project is needed to improve safety and would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 50, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

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

Construction is expected to begin in 2026 and occur over approximately 100 working days. Construction GHG would result in generation of short-term, construction-related GHG emissions. Construction GHG emissions consist of emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays and detours due to construction. These emissions would be generated at different levels through the construction phase.

The Caltrans Construction Emissions Tool (CAL-CET) 2021 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 3 summarizes estimated GHG emissions generated by on-site equipment for the project. The total CO_2e produced during construction is estimated to be 311 metric tons.

Table 3. CAL-CET Estimates of GHG Emissions During Construction

Construction Year	CO_2	CH_4	N_2O	BC	HFC-134a	CO_2e^*
2026	315	0.006	0.019	0.013	0.011	343

* A quantity of GHG is expressed as carbon dioxide equivalent (CO_2e) that can be estimated by the sum after multiplying each amount of CO_2, CH_4, N_2O, and HFCs by its global warming potential (GWP). Each GWP of CO_2, CH_4, N_2O, and HFCs is 1, 25, 298, and 14,800, respectively.

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

CEQA Conclusion

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

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

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

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

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

statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (California Governor's OPR 2022).

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

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

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

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 to 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

stat's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

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

Caltrans Strategic Plan

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

Caltrans Policy Directives And Other Initiates

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

Project-Level Greenhouse Gas Reduction Strategies

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

Minimization Measures

- The construction contractor must comply with the Caltrans Standard Specifications in Section 14-9. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including the El Dorado County Air Quality Management District regulations and local ordinances.
- Compliance with Title 13 of the California Code of Regulations, which includes idling restrictions of construction vehicles and equipment to no more than 5 minutes.
- Caltrans Standard Specification 7-1.02C "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board.
- Utilize a Transportation Management Plan to minimize vehicle delays.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Maintain equipment in proper tune and working condition.
- To the extent feasible, consider energy efficient options when replacing old or adding new highway lighting.
- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.

Adaptation Strategies

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when

rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

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

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways."

The *U.S. DOT Policy Statement on Climate Adaptation* in June 2011 committed the federal Department of Transportation (DOT) to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011). The *U.S. DOT Climate Action Plan of August 2021* followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems
- Build community relationships
- Engage globally

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

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

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

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

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise

and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change, in addition to sea level rise, also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

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

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

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

Project Adaptation Efforts

Sea Level Rise

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

Precipitation and Flooding

South Lake Tahoe experiences significant seasonal variations in monthly rainfall. The rainy period of the year lasts for 8.7 months, from September 19 to June 9, with a 31-day rainfall of at least 0.5 inches. The month with the most rain in South Lake Tahoe is February with an average rainfall of 2.8 inches. According to Federal Emergency Management Agency (FEMA) flood zone maps, portions of the project are shown to be within Flood Zone AE because of the proximity to the lake. Flood Zone AE areas have a 1% risk of flooding annually with a 26% risk of flooding over the course of 30 years.

Most of the drainage features that will be modified are currently rated in fair to poor condition. Modifying these drainage features would restore drainage to adequate conditions which would reduce the risk of flooding.

Wildfire

The proposed project is in a local responsibility area (LRA). LRAs are incorporated cities, urban regions, agricultural lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and Cal Fire under contract. The proposed project LRA rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area.

The proposed project would incorporate design features to prevent the uncontrolled spread of a wildfire within the project area. As project activities are limited to road rehabilitation, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Temperature

The District 3 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 2019).

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?				✓

The "Less Than Significant Impact" and "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 September 13, 2022 (Caltrans 2023e).

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.

Environmental Setting

An Initial Site Assessment (ISA) was completed on September 13, 2022 (Caltrans 2023e).

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: Through the implementations of Caltrans Standard Measures and Best Management Practices 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?

Less Than Significant: Through the implementations of Caltrans Standard Measures and Best Management Practices and Caltrans Standard Specifications, the proposed project would not create a significant hazard to the public or 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: With implementation of Caltrans Standard Measures and Best Management Practices, it is expected that sensitive receptors, such as schools, would not be affected by hazardous or acutely hazardous materials, substances, or waste.

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?

Less Than Significant: There are known active and inactive Cortese sites within the project limits. A site investigation of the road right of way would be conducted prior to construction to determine the extent and nature of possible contamination and implement appropriate avoidance or remediation measures according to federal and state regulations.

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: As the proposed project is not located within an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area, there would be no impact.

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 scope and location would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project will be built in stages to ensure uninterrupted traffic flow.

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 scope and location would not expose people or structures to a significant risk of loss, injury or death involving wildfires.

Mitigation Measures

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

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 and Hydraulic Report* dated June 16, 2023 (Caltrans 2023g). Potential impacts to water quality are not anticipated.

Regulatory Setting

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

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

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

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

No Impact: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed project would comply with the conditions of the State Water Resources Control Board (SWRCB) and the Tahoe Construction General Permit (CGP). This statewide permit regulates stormwater and non-stormwater discharge from Caltrans properties and

facilities, and discharges associated with operation and maintenance of the State Highway System. The Tahoe Construction General permit contains a risk-based permitting approach by establishing three levels of risk possible for a construction site. Risk levels are determined during the planning, design, and construction phases, and are based on project risk of generating sediments and receiving water risk of becoming impaired.

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: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The discharge of storm water runoff from construction sites has the potential to affect water quality standards, water quality objectives and beneficial uses. Potential pollutants and sources are sediment; non-storm water (groundwater, waters from cofferdams, dewatering, water diversions) discharges; from vehicle and equipment cleaning agents, fueling and maintenance: from waste materials and materials handling and storage activities. Although the proposed project would not substantially decrease groundwater supplies, it is important that appropriate temporary Construction Site BMPs are deployed and maintained during construction activities to avoid and reduce potential water quality impacts. A Contractor prepared Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) shall incorporate appropriate temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities. Therefore, less than significant impacts are expected.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site?

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

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

(iv) impede or redirect flood flows?

No Impact: Throughout the entire project, appropriate construction site Standard Measures and BMPs would be implemented to minimize, reduce, and/or eliminate erosion or siltation from occurring during construction operations. In addition, design BMPs and low impact development features would be evaluated and implemented to satisfy post construction stabilization requirements and compliance to Caltrans' Stormwater Permit.

Rehabilitation of the existing drainage systems would perpetuate existing flow patterns and volumetric flow rates. Treatment BMPs and low impact features would be implemented, when and where applicable, to minimize potential impacts due to new impervious areas. The proposed project would not substantially alter the existing drainage pattern of the area, Any potential temporary impacts due to construction would be minimized with 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 is not in an area that is at risk of seiches or tsunamis. The project would not store pollutants and would not be constructed with hazardous materials that would pose a threat to the public if disturbed by a flood event.

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 does not conflict with or obstruct implementation of any water pollution control plan or sustainable groundwater management plan.

Recommendations to Minimize and Avoid Impacts to Water Quality

a) Follow all applicable guidelines and requirements in the 2022 Caltrans Standard Specifications (2022 CSS), Section 13, regarding water pollution control and general specifications for preventing, controlling, and abating water pollution to Department owned Municipal Separate Storm Sewer Systems (MS4s), streams, waterways, and other bodies of water.

b) The Contractor prepared Storm Water Pollution Prevention Plan or Water Pollution Control Program will incorporate appropriate temporary Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.

c) Focus and attention during construction should be given to 2022 CSS, Section 13-4 (Job Site Management), to control potential sources of water population before it encounters any MS4 or watercourse. It requires the contractor to implement spill prevention and controls; materials, waste and non-storm management controls; and manage dewatering activities at the construction site.

d) Existing drainage facilities should be identified and protected by the application of application of appropriate temporary Construction Site BMPs.

e) If and where applicable, shoulder backing areas should be stabilized by Temporary Construction Site BMPs, or rolled and compacted in place, by the end of each day and prior to the onset of precipitation.

f) Sediment and erosion control measures will be implemented to protect receiving waters to the maximum extent practicable.

g) Cured-in-Place-Pipe (CIPP) lining operations must follow provisions and requirements outlined in the 2022 CSS.

Mitigation Measures

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

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. Potential impacts to land use planning are not anticipated.

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

a) Would the project physically divide an established community?

No Impact: The purpose of this project is to preserve and extend the pavement service life by addressing existing pavement that is in poor condition, and improve safety by addressing TMS elements, traffic signs, and sidewalks that are not to current standards. The project would improve multi-modal travel access to the public space and businesses. These multi-modal features are expected to enhance the community and active transportation within the project area. Due to the scope of work and location, the project would not divide an established community.

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

No Impact: Land within the project area has been transformed into a series of compact mixed-use (commercial, office, residential, and tourist accommodation) districts that serve the needs of the local residents and tourists. Also within the project area are year-round sidewalks, bike paths and beaches. 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.

Mitigation Measures

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

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 California Department of Conservation Mines Online web application.

Regulatory Setting

The primary laws governing mineral resources are CEQA and the Surface Mining and Reclamation Act (Public Resources Code Sections 2710-2796).

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 sources 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 because there are no known mines located within the project area. No mineral resource extraction would occur as a part of the proposed project and no mineral resources would be affected. Potential impacts to mineral resources are not anticipated.

Mitigation Measures

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

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 *Noise Analysis Report* (Caltrans 2023a) dated June 2, 2023. Potential impacts to Noise are not anticipated.

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

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?

No Impact: Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance or applicable standards of other agencies are not anticipated. Traffic noise impact is not anticipated to occur from the proposed project; therefore, noise abatement is not considered.

During construction, noise may be generated from the contractors' equipment and vehicles. Caltrans requires the Contractor to conform to the provisions of 2018 Caltrans' Standard Specification, Section 14-8.02 "Noise Control" which states "Control and monitor noise from work activities."

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

No Impact: 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 operation of heavy equipment. However, these effects would be short-term and intermittent and would cease once construction is complete.

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

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

Mitigation Measures

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

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 and information from the El Dorado County website. Potential impacts to population and housing are not anticipated.

Regulatory Setting

The primary law governing population and housing is CEQA.

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 proposed project would not increase capacity or access; therefore, the proposed project would not directly or indirectly induce population growth. The project would not add new homes or businesses and would not extend any roads or other infrastructure.

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

No Impact: Although some areas surrounding the project are rural residential communities, there are no residences within the project area, and no replacement housing would be necessary.

Mitigation Measures

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

2.15 Public Services

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

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

Regulatory Setting

The primary law governing public services is CEQA.

Discussion of CEQA Environmental Checklist Question 2.15—Public Services

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

Fire Protection

No Impact: Caltrans is aware that any roadway construction related vehicles and activities could have the potential to temporarily interfere with safe access during construction. To maintain fire emergency access through construction, Caltrans would coordinate any road closures with emergency services providers so that response times would not be substantially affected. The closest fire stations to the proposed project are Fire Station 1 on 1252 Ski Run Blvd, and Fire Station 2, located at 2951 South Lake Tahoe.

Once the project is completed, the proposed project would preserve and extend the pavement service life by addressing existing pavement that is in poor condition, extend the life drainage systems, and improve safety by addressing TMS elements, and ADA curb ramps and sidewalks that are not to current standards. The proposed project would not increase the resident population in the project area and is not expected to result in a substantial increase in demand for any community facilities or services. Therefore, impact to fire protection would be less than significant during project construction and operation.

Police Protection

No Impact: The closest police station is located at 1352 Johnson Blvd, South Lake Tahoe, CA 96150. The proposed project would not result in a permanent increase in population and would not introduce new uses to the project site that would generate increased long-term demand for police protection services.

During project construction, Caltrans would coordinate any road closures with emergency service providers so that response times would not be affected. Therefore, the proposed project would have no impact on police protections services in the county.

Schools

No Impact: The are several schools near the proposed project: Bijou Community School, South Tahoe Middle School, Lake Tahoe Unified School District, Tahoe Parents Nursery School and Lake Tahoe Preschool. 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.

Parks

No Impact: See Section 2.16 for a discussion of potential impacts on recreational facilities, including parks.

Other Public Facilities

No Impact: The proposed project would not result in substantial adverse physical impacts related to other types of public facilities (e.g., public libraries, hospitals, or other civic uses) because the proposed project would not result in an increase of local population or housing, which is typically associated with increased demand for public facilities. The proposed project would provide safe and serviceable facilities for the traveling public and would not directly or indirectly induce growth or create a need for additional public services.

Mitigation Measures

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

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 recreation are not anticipated.

Regulatory Setting

The primary law governing recreation is CEQA.

Environmental Setting

El Dorado Beach at Lakeview Commons is a recreational area within the project limits. This recreational area offers great views of the lake and is located on U.S. Highway 50 and Lakeview Avenue.

Discussion of CEQA Environmental Checklist Question 2.16—Recreation

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

No Impact: The proposed project has recreational facilities within the project limits However, the project would not increase the use of existing neighborhood parks, regional

parks, or other recreational facilities. The purpose of this project is to preserve and extend the pavement service life and improve safety elements. 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: El Dorado Beach at Lakeview Commons is a recreational area within the project limits. The beach and park offer a variety of activities including public boat launch, food concession, BBQ area and picnic tables. A variety of non-motorized watercraft are available to rent including kayaks, peddle boats, and standup paddle boards. There is a drainage system on the beach that will be replaced, however it would not require the expansion of recreational facilities which might have an adverse physical effect on the environment.

Mitigation Measures

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

2.17 Transportation

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Transportation Management Plan, July 12, 2023 Potential impacts to Transportation are not anticipated.

Regulatory Setting

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

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 does not conflict with a program, plan, ordinance, or policy addressing transportation alternatives.

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

No Impact: As the proposed project is a maintenance project and would not increase vehicular capacity, there would be no impacts pursuant to CEQA.

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: Geometric design of highway facilities deals with the proportion of physical elements of highways, such as vertical and horizontal curves, lane widths, clearances, cross-section dimensions, etc. The proposed project would not contain concentrations or patterns of hazardous geometrical design elements and would not require geometrical improvements.

d) Would the project result in inadequate emergency access?

No Impact: The proposed project would not result in inadequate emergency access. 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, there would be no impact.

Mitigation Measures

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

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 include) 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.				✓

The "No Impact" determinations in this section are based on the scope, description, and location of the proposed project, and the Archaeological Survey Report, Historic Resource Evaluation Report, Historic Property Survey Report, and the Finding of Effect Memo dated October 2023 (Caltrans 2023b). Potential impacts to Tribal Cultural Resources are not anticipated.

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).

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 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, there would be no impact.

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: Caltrans has not identified any resources in the project area that would be significant to a California Native American tribe within the project limit. The project would not cause a substantial adverse change in the significance of a tribal cultural resource determined to be significant pursuant to criteria set forth in include division (c) of Public Resources set forth include subdivision (c) of Public Resources Code Section 5024.1. Therefore, there would be no impact.

Mitigation Measures

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

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.

Regulatory Setting

The primary law governing utilities and service systems is CEQA.

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

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

No Impact: The 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. Caltrans would verify the location of any gas, electric, water, or sewer lines within the project area. 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 project will preserve and extend the service life of the roadbed while improving safety, pavement reliability, and rideability throughout the project limits. The proposed project would have sufficient water supplies available to serve the project needs. 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 would not increase wastewater demand as new wastewater would not be generated by the project. The project would also not generate solid waste as no new waste-generating infrastructure would be constructed. 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 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: 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.

Mitigation Measures

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

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.

"Less Than Significant Impact" and "No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to wildfire are not anticipated.

Regulatory Setting

The primary law governing wildfire is CEQA.

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?

Less Than Significant: The proposed project is in a Local Responsibility Area and is surrounded by an area that has a *very high* risk for wildfires. The proposed project includes a Traffic Management Plan which addresses emergency response actions and evacuations that may occur through the construction areas, including during temporary closures. Coordination with emergency response agencies is included in the Traffic Management Plan to avoid impairment of any response time or evacuation. Therefore, impacts to emergency response times are less than significant.

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 would incorporate design features to prevent the uncontrolled spread of a wildfire within the project area. Project activities are limited to road rehabilitation activities. The project would not 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?

No Impact: The project activities are primarily pavement rehabilitation, culvert lining and replacement, upgrading TMS elements to improve safety, and addressing ADA for curb ramps and sidewalks. The project does not include fuel break or emergency water sources; however, there are power lines and other utilities. The project would not require the installation or maintenance of additional infrastructure that would result in temporary or ongoing impacts to the environment.

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

No Impact: As the proposed project is not located in an area that has a high landslide risk, the project would not cause significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, there are no impacts.

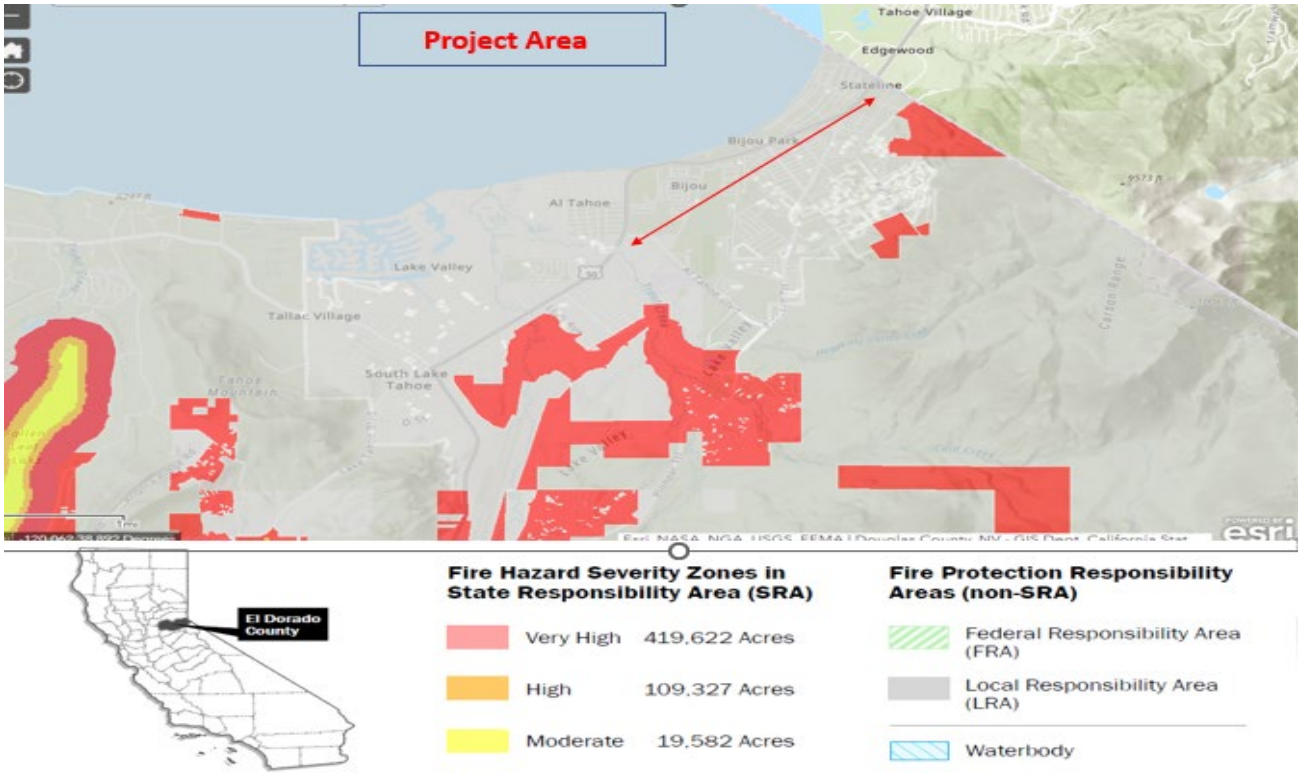

Figure 6. CDFW Fire Hazard Severity Zone Mapping

Mitigation Measures

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

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				✓
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				✓
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

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

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

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

No Impact: The project does not have the potential to substantially degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

No Impact: The proposed project would not result in any adverse effects that, when considered in connection with other projects, would be considered cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Therefore, there are no impacts.

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 which analyze potential impacts, the project would not cause substantial adverse effects to human beings, either directly or indirectly. Therefore, there are no impacts.

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, interagency coordination meetings, (continue list as needed). This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

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

Circulation

The Initial Study / Negative Declaration will be made available for public and agency review and comment for 30 days from January 12, 2024 – February 11, 2024. Caltrans ensured the document was made available to all appropriate parties and agencies.

Table 4. Agency Coordination and Professional Contacts

Date	Personnel	Notes
March 30, 2023	Native American Heritage Commission	Review of Sacred Lands Files
May 16, 2023	Wilton Ranch, Washoe Tribe of Nevada and California, Maidu, Auburn Indian Community, Shingle Springs Band of Miwok Indians, Nashville-El Dorado Miwok, Ione Band of Miwok Indians, Colfax–Todd's Consolidate Tribe	Email communication regarding project
May 12, 2023	Survey to assess potentially jurisdictional culverts as well as to search for presence of listed lants during respective blooming seasons	Surveyors: Jonathan Edwards, Caltrans Biologist; Caltrans Biologist Seth Stapp
July 7, 2023	Survey to assess potentially jurisdictional culverts as well as to search for presence of listed plants during respective blooming seasons	Surveyors: Jonathan Edwards, Caltrans Biologist; Nicholas Barton, Caltrans Biologist
May 1, 2023	Jan Zimmerman – Lahontan RWQCB	Email communication regarding project

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

Mike Bartlett	Environmental Branch Chief
Cara Lambirth	Senior Environmental Scientist
Tracy Robinson	Environmental Scientist–Coordinator
Berhane Tesfagabr	Project Manager
Brent Wong	Project Engineer
Erick Wulf	Archaeologist
Sonia Miller	Architectural Historian
Jonathan Edwards	Biologist
Mark Melani	Hazardous Waste
Lorenzo Ibarra	Landscape Architect
Jarod Barkley	Water Quality/Stormwater Specialist
Ryan Pommerenck	Air & Noise Specialist
Katherine Jorgensen	Native American Coordinator

Chapter 5. Distribution List

Federal and State Agencies

Tahoe Transportation District (info@tahoetransportation.org)
128 Market Street, Suite 3F
Stateline, Nevada 89449

Regional/County/Local Agencies

Tahoe Regional Planning Agency
Attn: Jeff Cowen, Public Information Officer (jcowen@trpa.gov)
PO Box 5310
Stateline, NV 89449

Tahoe Chamber
Attn: Mike Glover, CEO (mike@tahoechamber.org)
169 U.S. Highway 50
Stateline, NV 89449

South Tahoe Chamber of Commerce
Attn: Amanda Adams (amanda@tahoeadams.com)
169 U.S. Highway 50, Bldg D
South Lake Tahoe, CA 966518

Clerk of the Board El Dorado County (edc.cob@edcgov.us)
330 Fair Lane, Building A
Placerville, CA 95667

Local Elected Officials

South Lake Tahoe Mayor, Cristi Creegan ccreegan@cityslt.us
South Lake Tahoe, CA 96518

Interested Groups, Organizations and Individuals

Lake Tahoe Bicycle Coalition
Attn: Gavin Feiger (gavin.feiger@gmail.com)
tahoebike.org

Lake Tahoe Visitors Authority
Attn: Jennifer Dreyfus – Communications and Marketing Manager
(jennifer@visitlaketahoe.com)
169 U.S. Highway 50/PO Box 5878
Stateline, NV 89449

Utilities, Service Systems, Businesses, and Other Property Owners

South Tahoe Public Utility District
Attn: PublicAffairsManager@stpd.us
1275 Meadow Crest Drive
South Lake Tahoe, CA 96150

South Lake Tahoe EMS
Attn: Fire Captain, Kim George (kgeorge@cityofslt.us)
2101 Lake Tahoe Blvd
South Lake Tahoe, CA 96150

South Lake Tahoe CHP
Attn: Public Information Officer, Ruth Loeher (RLoeher@chp.ca.gov)
2063 Hopi Ave
South Lake Tahoe, CA 96150

Chapter 6. References

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_____. 2023b. *Archaeological Survey Report,* South Tahoe CAPM Project

_____. 2023c. *Biological Natural Environmental Study*, South Tahoe CAPM Project

_____. 2023d. *Floodplain Hydraulic Study Report*, South Tahoe CAPM Project

_____. 2023e. *Hazardous Waste, Initial Site Assessment,* South Tahoe CAPM Project

_____. 2023f. *Paleontology*, South Tahoe CAPM Project

_____. 2023g. *Water Quality Assessment*, South Tahoe CAPM Project

_____. 2023h. *Visual Impact Assessment*, South Tahoe CAPM Project

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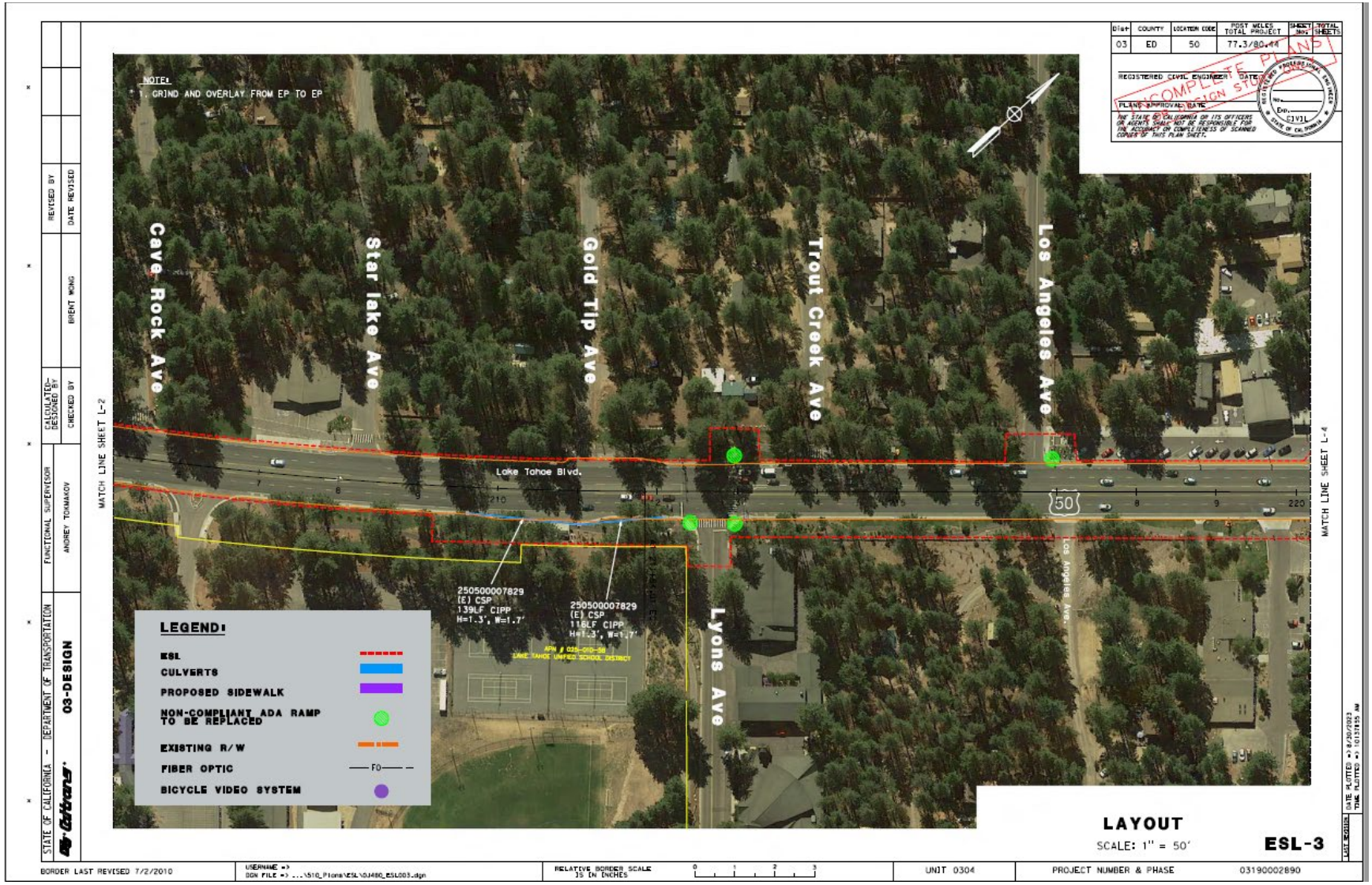
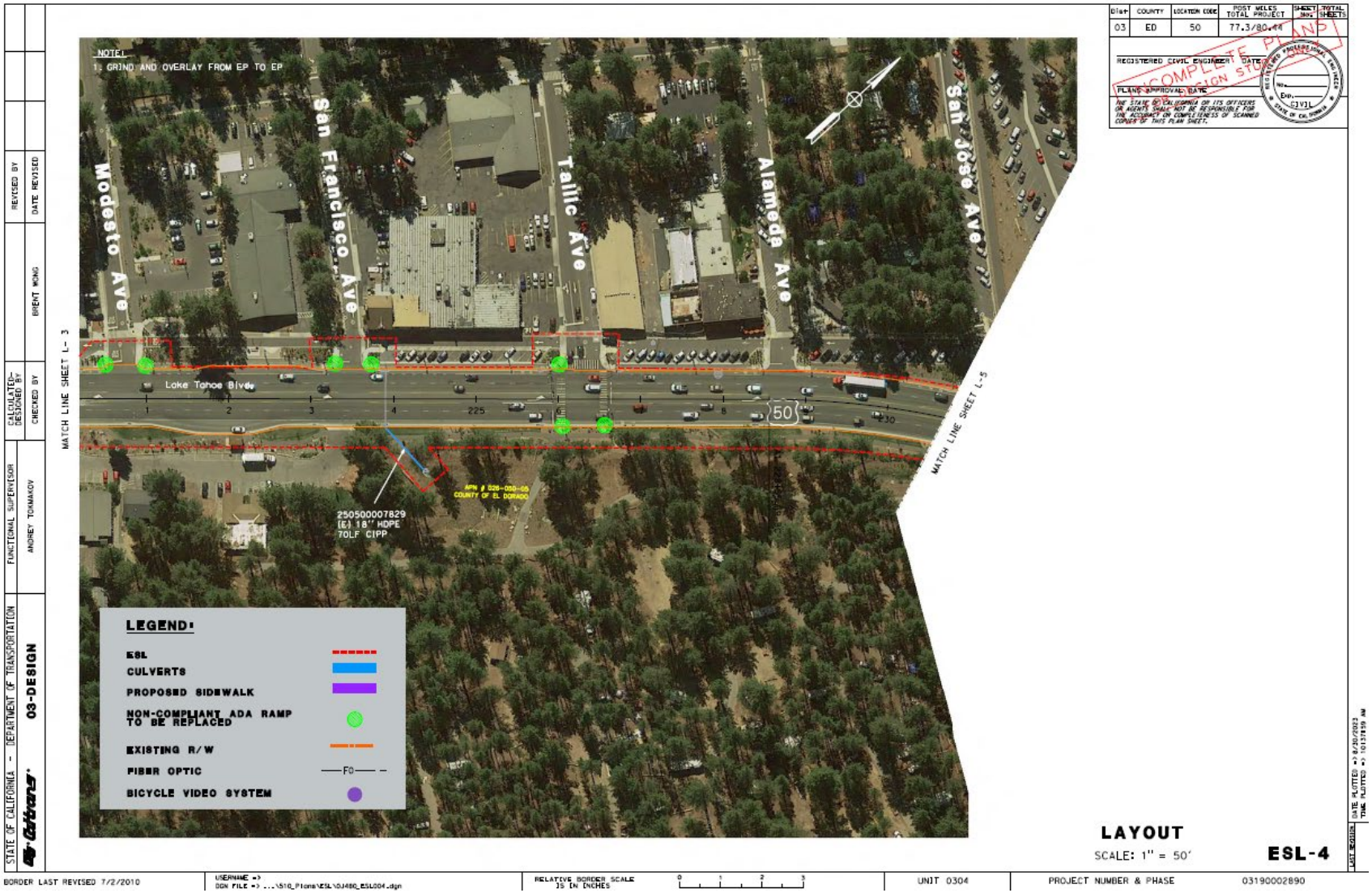
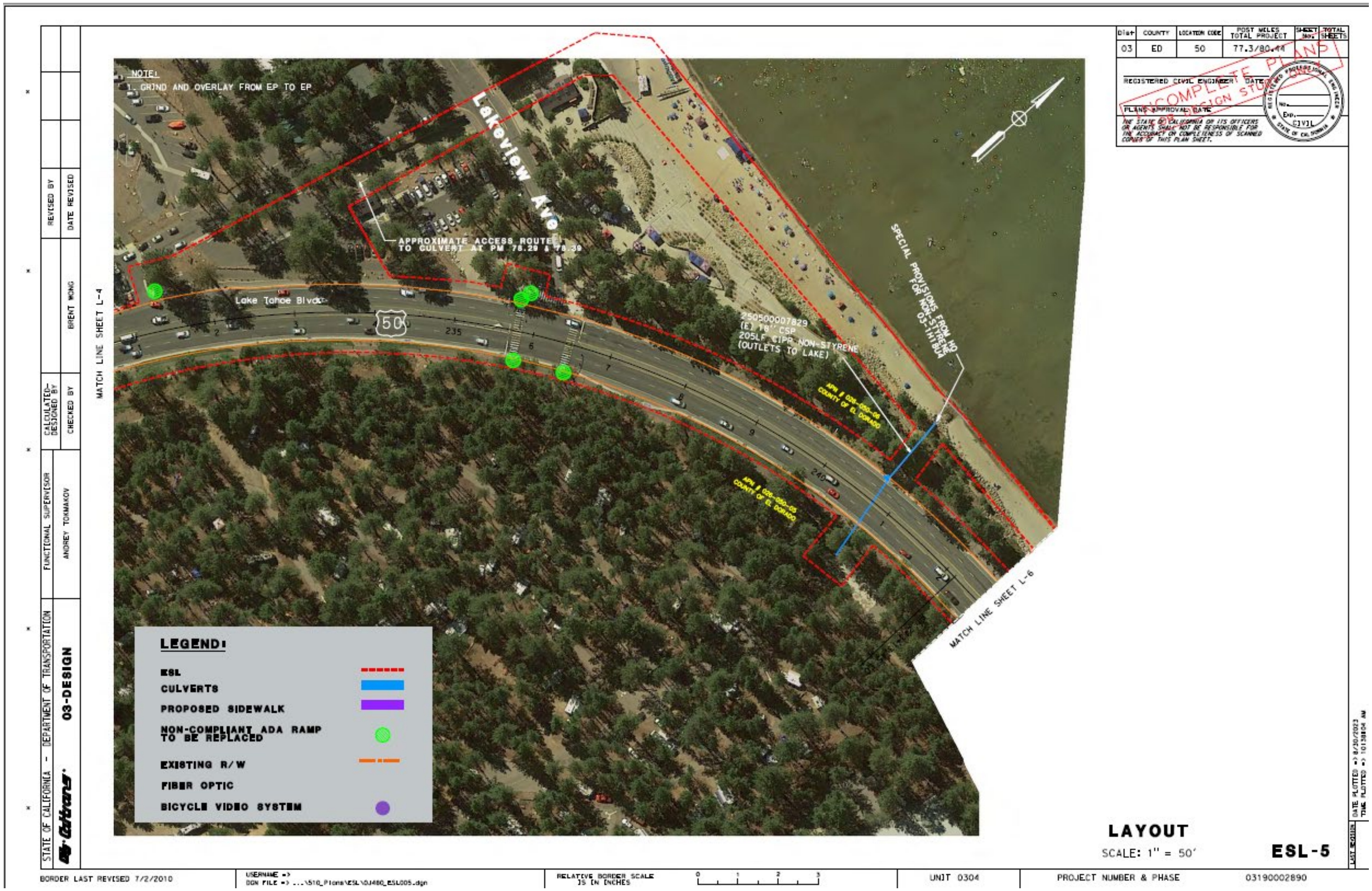
Appendix A. Project Layouts


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
Lake Tahoe Blvd.
Blue Lake Ave
50
BEGIN PROJECT
PM 77.3
MATCH LINE SHEET L-2
INCOMPLETE PLANS
LAYOUT
SCALE: 1" = 50'
ESL-1
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT MONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
BICYCLE VIDEO SYSTEM
Bigler Ave
Tulare Ave.
Lake Tahoe Blvd.
Al Tahoe Blvd
50
MATCH LINE SHEET L-1
MATCH LINE SHEET L-3
250504007738 (E) 15.6" HDPE 104LF CIPP
250504007744 (E) 18" HDPE 242LF CIPP
250504007738 (E) 15.6" HDPE 32LF CIPP
250504007738 (E) 15.6" HDPE 72LF CIPP
250504007744 (E) 18" HDPE 20LF CIPP
LAKE TAHOE COMMUNITY COLLEGE DISTRICT APN # 025-010-54
Dist 03 COUNTY ED LOCATION CODE 50 POST MILES TOTAL PROJECT 77.3/80.44
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
INCOMPLETE PLANS
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
CIVIL
STATE OF CALIFORNIA
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 50'
ESL-2
BORDER LAST REVISED 7/2/2010
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
Cave Rock Ave
Star lake Ave
Gold Tip Ave
Trout Creek Ave
Los Angeles Ave
Lake Tahoe Blvd.
50
Lyons Ave
MATCH LINE SHEET L-2
MATCH LINE SHEET L-4
250500007829
(E) CSP
139LF CIPP
H=1.3', W=1.7'
250500007829
(E) CSP
116LF CIPP
H=1.3', W=1.7'
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
LAYOUT
SCALE: 1" = 50'
ESL-3
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
Modesto Ave
San Francisco Ave
Tallic Ave
Alameda Ave
San Jose Ave
Lake Tahoe Blvd
50
MATCH LINE SHEET L- 3
MATCH LINE SHEET L-5
250500007829
(E) 18" HDPE
70LF CIPP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
LAYOUT
SCALE: 1" = 50'
ESL-4
INCOMPLETE PLANS
DESIGN STUDY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890

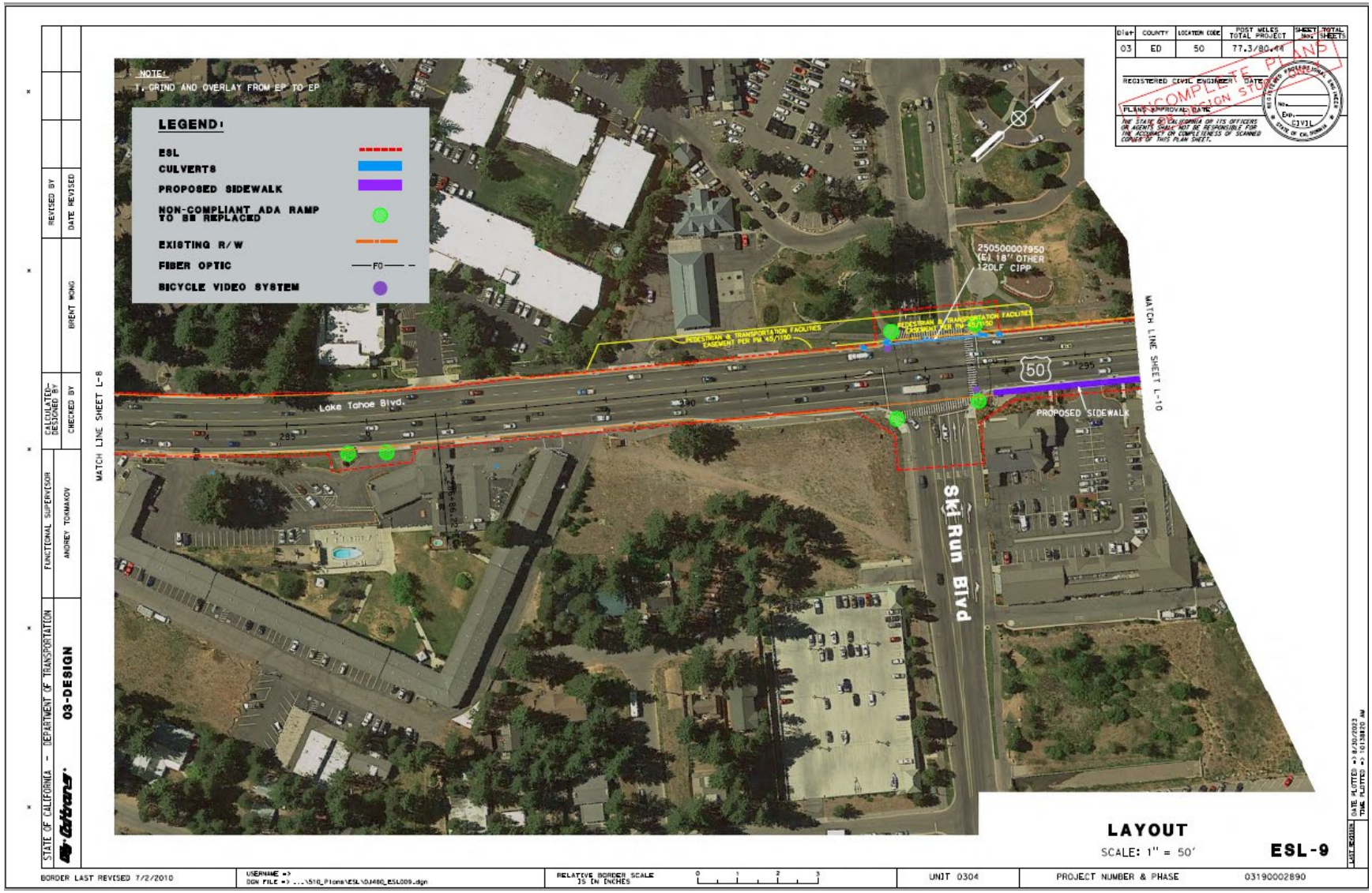


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
Lakeview Ave
Lake Tahoe Blvd
50
APPROXIMATE ACCESS ROUTE TO CULVERT AT PM 78.29 & 78.39
250500007829
(E) 18" CSP
205LF CIPP NON-STYRENE
(OUTLETS TO LAKE)
SPECIAL PROVISIONS FROM HQ FOR NON-STYRENE 03-1H1804
MATCH LINE SHEET L-4
MATCH LINE SHEET L-6
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
BICYCLE VIDEO SYSTEM
Dist
COUNTY
LOCATION CODE
POST MILES TOTAL PROJECT
SHEET No.
TOTAL SHEETS
03
ED
50
77.3/80.44
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
INCOMPLETE PLANS
CIVIL
LAYOUT
SCALE: 1" = 50'
ESL-5
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
Caltrans
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03190002890

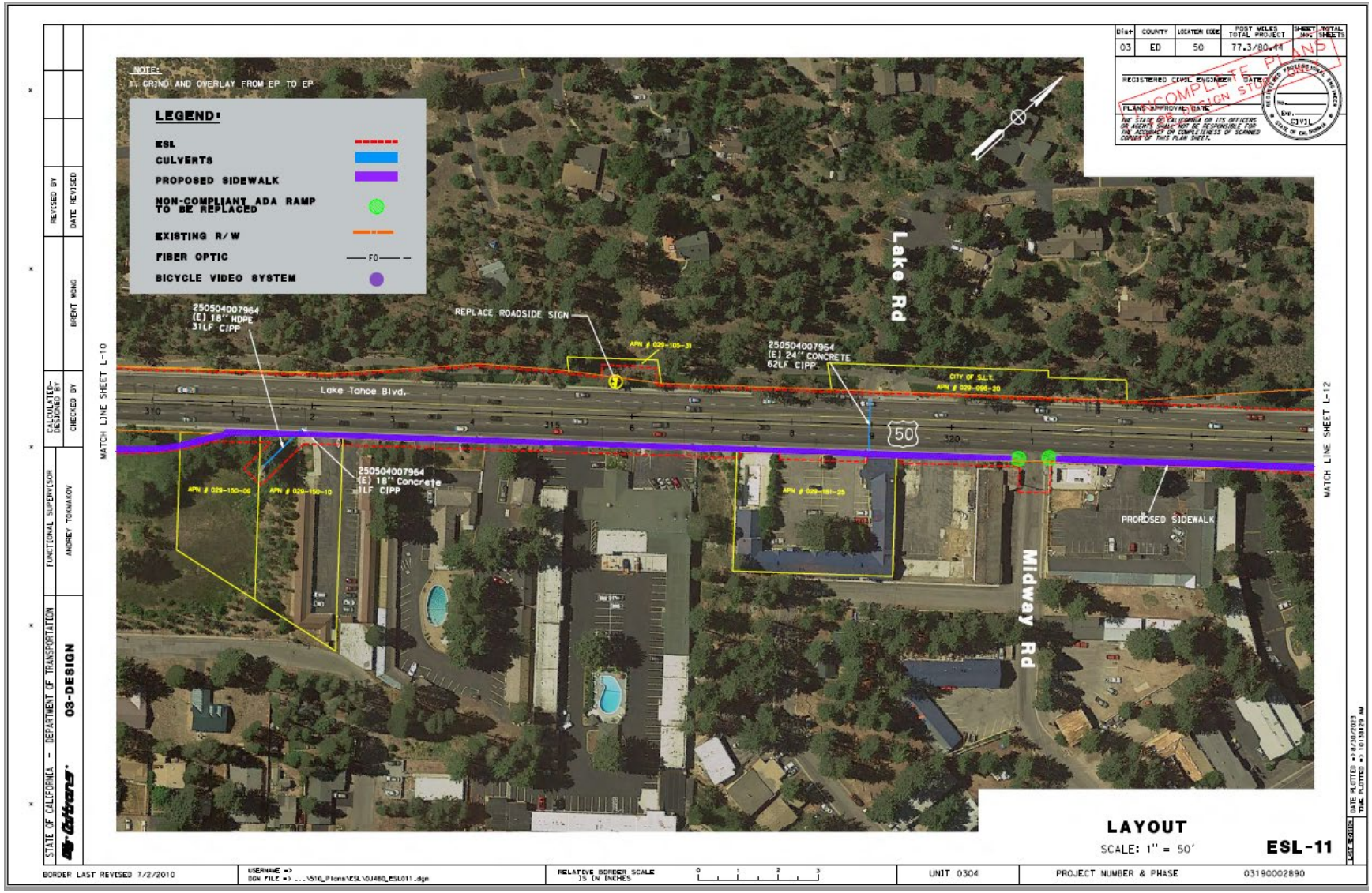

NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
BICYCLE VIDEO SYSTEM
ACCESS ROUTE TO CULVERT
2505000007835
(E) 18" CSP
92LF REPLACE WITH RCP
(OUTLETS TO LAKE)
2505000007855
(E) 24" HDPE
82LF CIPP
Lake Tahoe Blvd.
50
Rufus Allen Blvd
Fremont Ave
MATCH LINE SHEET L-5
MATCH LINE SHEET L-7
LAYOUT
SCALE: 1" = 50'
ESL-6
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890

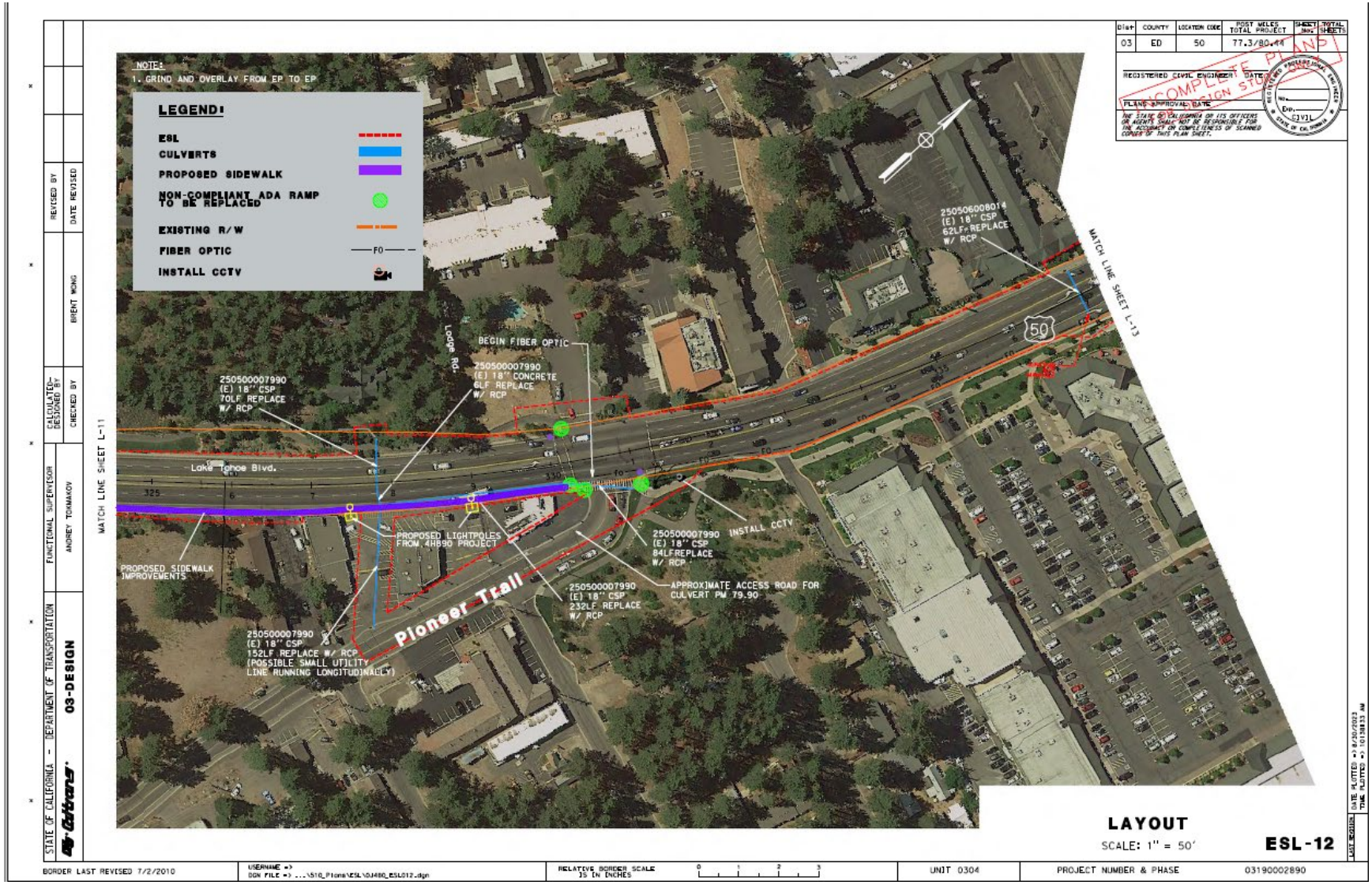

NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
Baldijou Rd
Lake Tahoe Blvd.
Takela Dr
Johnson Blvd
50
MATCH LINE SHEET L-12
MATCH LINE SHEET L-14
INCOMPLETE PLANS
LAYOUT
SCALE: 1" = 50'
ESL-7
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
ANDREY TOKMAKOV
BRENT WONG
BORDER LAST REVISED 7/2/2010
PROJECT NUMBER & PHASE
03190002890

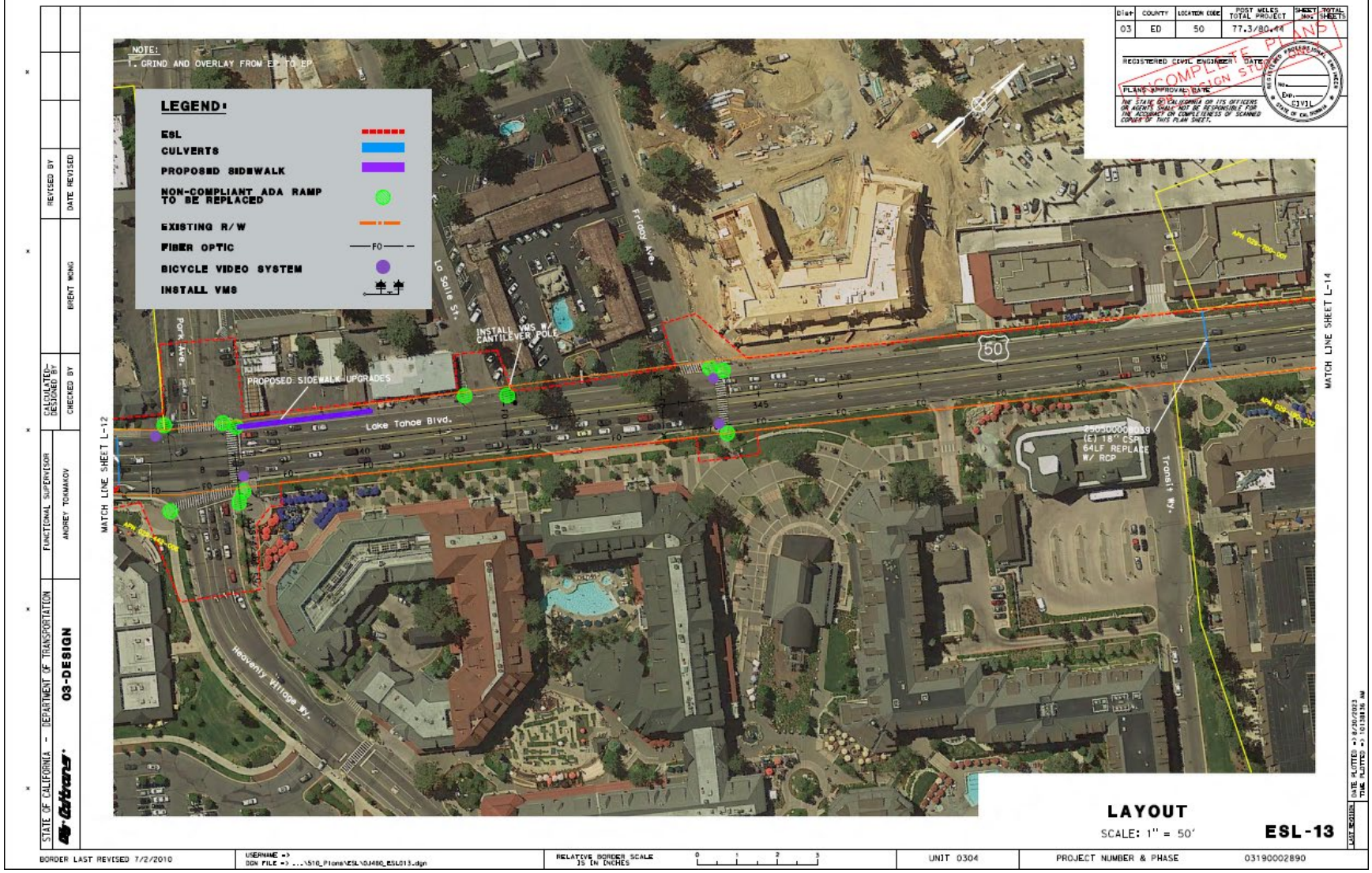

NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
250500007887
(E) 18" CSP
180LF REPLACE W/ RCP
250500007889
(E) 18" HDPE
170LF CIPP
250500007889
(E) 18"X24" RCP
68LF CIPP
MATCH LINE SHEET L-7
MATCH LINE SHEET L-9
Fairway Ave
Ham Ln
Herbert Ave
50
LAYOUT
SCALE: 1" = 50'
ESL-8
COMPLETE PLANS
DIST
COUNTY
LOCATION CODE
POST MILES TOTAL PROJECT
SHEET NO.
TOTAL SHEETS
03
ED
50
77.3/80.44
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03190002890
DATE PLOTTED =>
TIME PLOTTED =>


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
BICYCLE VIDEO SYSTEM
MATCH LINE SHEET L-8
MATCH LINE SHEET L-10
Lake Tahoe Blvd.
Ski Run Blvd
50
PROPOSED SIDEWALK
250500007950
(E) 18" OTHER
120LF CIPP
PEDESTRIAN & TRANSPORTATION FACILITIES EASEMENT PER PM 45/150
PEDESTRIAN & TRANSPORTATION FACILITIES EASEMENT PER PM 45/150
INCOMPLETE PLANS
DESIGN STUDY ONLY
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOMMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
DIST
COUNTY
LOCATION CODE
POST MILES TOTAL PROJECT
SHEET NO.
TOTAL SHEETS
03
ED
50
77.3/80.44
REGISTERED CIVIL ENGINEER
DATE
PLANS APPROVAL DATE
CIVIL
LAYOUT
SCALE: 1" = 50'
ESL-9
BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTES:
1. GRIND AND OVERLAY FROM EP TO EP
250500007950
(E) 18" CONCRETE
70LF CIPP
250500007950
(E) 24" OTHER
60LF CIPP
250500007950
(E) 24" OTHER
20LF CIPP
Lake Tahoe Blvd.
50
PROPOSED SIDEWALK
MODIFY LIGHTING
Wildwood Ave
MATCH LINE SHEET L-9
MATCH LINE SHEET L-11
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
MODIFY LIGHTING
LAYOUT
SCALE: 1" = 50'
ESL-10
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
Dist
COUNTY
LOCATION CODE
POST MILES TOTAL PROJECT
SHEET
TOTAL SHEETS
03
ED
50
77.3/80.44
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
INCOMPLETE PLANS
DESIGN STUDY
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
BORDER LAST REVISED 7/2/2010
USERNAME =>
DGN FILE =>
RELATIVE BORDER SCALE IS IN INCHES
UNIT 0304
PROJECT NUMBER & PHASE
03190002890
DATE PLOTTED =>
TIME PLOTTED =>


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
MATCH LINE SHEET L-10
MATCH LINE SHEET L-12
Lake Tahoe Blvd.
Lake Rd
Midway Rd
50
REPLACE ROADSIDE SIGN
250504007964
(E) 18" HDPE
31LF CIPP
250504007964
(E) 18" Concrete
31LF CIPP
250504007964
(E) 24" CONCRETE
62LF CIPP
PROPOSED SIDEWALK
APN # 029-105-31
APN # 029-150-09
APN # 029-150-10
APN # 029-151-25
CITY OF S.L.T.
APN # 029-096-20
COMPLETE PLANS
DESIGN STUDY
LAYOUT
SCALE: 1" = 50'
ESL-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
INSTALL CCTV
BEGIN FIBER OPTIC
250500007990 (E) 18" CSP 70LF REPLACE W/ RCP
250500007990 (E) 18" CONCRETE 6LF REPLACE W/ RCP
250500008014 (E) 18" CSP 62LF REPLACE W/ RCP
250500007990 (E) 18" CSP 84LF REPLACE W/ RCP
250500007990 (E) 18" CSP 232LF REPLACE W/ RCP
250500007990 (E) 18" CSP 152LF REPLACE W/ RCP (POSSIBLE SMALL UTILITY LINE RUNNING LONGITUDINALLY)
PROPOSED LIGHTPOLES FROM 4HB90 PROJECT
PROPOSED SIDEWALK IMPROVEMENTS
APPROXIMATE ACCESS ROAD FOR CULVERT PM 79.90
Lake Tahoe Blvd.
Pioneer Trail
Lodge Rd.
MATCH LINE SHEET L-11
MATCH LINE SHEET L-13
50
LAYOUT
SCALE: 1" = 50'
ESL-12
03-DESIGN
ANDREY TOKMAKOV
BRENT WONG
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
BICYCLE VIDEO SYSTEM
INSTALL VMS
PROPOSED SIDEWALK UPGRADES
INSTALL VMS W/ CANTILEVER POLE
Lake Tahoe Blvd.
Park Ave.
La Salle St.
Friday Ave.
Heavenly Village Wy.
Transit Wy.
50
(E) 18" CSP 64LF REPLACE W/ RCP
MATCH LINE SHEET L-12
MATCH LINE SHEET L-14
COMPLETE PLANS
LAYOUT
SCALE: 1" = 50'
ESL-13
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOKMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 0304
PROJECT NUMBER & PHASE
03190002890


NOTE:
1. GRIND AND OVERLAY FROM EP TO EP
2. PROPOSED TRENCH FOR CENSUS TO BE 2' WIDE BY 1.5' DEEP
Stateline Ave.
END PROJECT - PM 80.44 (STATELINE)
MATCH LINE SHEET L-13
LEGEND:
ESL
CULVERTS
PROPOSED SIDEWALK
NON-COMPLIANT ADA RAMP TO BE REPLACED
EXISTING R/W
FIBER OPTIC
FO
BICYCLE VIDEO SYSTEM
MODIFY SIGNAL CABINET AND FOUNDATION
PROPOSED CENSUS STATION
PROPOSED TRENCH FOR CENSUS STATION
PROPOSED TCE/ESL AREA FOR CENSUS STATION
LAYOUT
SCALE: 1" = 50'
ESL-14
INCOMPLETE PLANS
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
03-DESIGN
FUNCTIONAL SUPERVISOR
ANDREY TOMAKOV
CALCULATED-DESIGNED BY
CHECKED BY
BRENT WONG
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
PROJECT NUMBER & PHASE
03190002890

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 Lists

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (South Lake Tahoe (3811998))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter gentilis northern goshawk	ABNKC12060	None	None	G5	S3	SSC
Ambystoma macrodactylum sigillatum southern long-toed salamander	AAAAA01085	None	None	G5T4	S3	SSC
Arabis rigidissima var. demota Galena Creek rockcress	PDBRA061R1	None	None	G5T3Q	S1	1B.2
Astragalus austiniae Austin's astragalus	PDFAB0F120	None	None	G2G3	S2S3	1B.3
Botrychium ascendens upswept moonwort	PPOPH010S0	None	None	G4	S2	2B.3
Botrychium crenulatum scalloped moonwort	PPOPH010L0	None	None	G4	S3	2B.2
Botrychium minganense Mingan moonwort	PPOPH010R0	None	None	G5	S4	4.2
Bruchia bolanderi Bolander's bruchia	NBMUS19010	None	None	G5	S3	4.2
Capnia lacustra Lake Tahoe benthic stonefly	IPLE03200	None	None	G1	S1	
Catostomus lahontan Lahontan mountain sucker	AFCJC02330	None	None	GNR	S2	SSC
Draba asterophora var. asterophora Tahoe draba	PDBRA110D1	None	None	G2T2?	S2?	1B.2
Empidonax traillii willow flycatcher	ABPAE33040	None	Endangered	G5	S3	
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Helisoma newberryi Great Basin rams-horn	IMGASM8020	None	None	G1	S1S2	
Lithobates pipiens northern leopard frog	AAABH01170	None	None	G5	S2	SSC
Martes caurina sierrae Sierra marten	AMAJF01014	None	None	G4G5T3	S3	
Meesia uliginosa broad-nerved hump moss	NBMUS4L030	None	None	G5	S3	2B.2
Prosopium williamsoni mountain whitefish	AFCHA03000	None	None	G5	S3	SSC
Rana sierrae Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G1	S2	WL
Rorippa subumbellata Tahoe yellow cress	PDBRA270M0	None	Endangered	G1	S1	1B.1

Government Version -- Dated June, 2 2023 -- Biogeographic Data Branch

Report Printed on Wednesday, June 28, 2023

Information Expires 12/2/2023

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Siphateles bicolor pectinifer Lahontan Lake tui chub	AFCJB1303P	None	None	G4T3	S1S2	SSC
Stygobromus lacleolus Lake Tahoe amphipod	ICMAL05070	None	None	G1	S1	
Stygobromus tahoensis Lake Tahoe stygobromid	ICMAL05A70	None	None	G1	S1	
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 24

California Native Plant Society Rare Plants List (Accessed 6/28/2023)

Scientific Name	Common Name	Family	Lifeform	CRPR
Arabis rigidissima var. demota	Galena Creek rockcress	Brassicaceae	perennial herb	1B.2
Astragalus austiniae	Austin's astragalus	Fabaceae	perennial herb	1B.3
Botrychium ascendens	upswept moonwort	Ophioglossaceae	perennial rhizomatous herb	2B.3
Botrychium crenulatum	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	2B.2
Botrychium minganense	Mingan moonwort	Ophioglossaceae	perennial rhizomatous herb	4.2
Bruchia bolanderi	Bolander's bruchia	Bruchianceae	moss	4.2
Draba asterophora var. asterophora	Tahoe draba	Brassicaceae	perennial herb	1B.2
Elodium blandowii	Blandow's bog moss	Helodiaceae	moss	2B.2
Epilobium howellii	subalpine fireweed	Onagraceae	perennial stoloniferous herb	4.3
Meesia triquetra	three-ranked hump moss	Meesiaceae	moss	4.2
Meesia uliginosa	broad-nerved hump moss	Meesiaceae	moss	2B.2
Rorippa subumbellata	Tahoe yellow cress	Brassicaceae	perennial rhizomatous herb	1B.1

Appendix D. SHPO Concurrence Letter

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

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

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

October 3, 2023

VIA EMAIL

In reply refer to: FHWA _2023_0901_001

Lisa Bright, Senior Environmental Scientist
Caltrans District 3/North Region
703 B Street
Marysville, CA 95901

Subject: Determinations of Eligibility for the Proposed South Lake Tahoe Capital Preventative Maintenance Project, El Dorado County, CA

Dear Ms. Bright:

Caltrans is initiating consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

Caltrans District 3 proposes a Capital Preventive Maintenance Project (CAPM) along Highway 50 (US 50) from post mile (PM) 77.3 to 80.44 in South Lake Tahoe, El Dorado County. The project's scope of work includes repaving and repairing the roadway and associated facilities, rehabilitating or replacing drainage infrastructure as needed, adding or updating TMS systems, and replacing or modifying signs and traffic signals. The project's scope includes updating noncompliant American with Disabilities Act (ADA) pedestrian infrastructure to meet current standards, which includes the replacement of approximately 65 curb ramps and the upgrade of 3,750 linear feet of sidewalk between PM 79.29 and 80.00 on the east side of US 50 and 200 Linear feet on US 50's west side between PM 80.14 and 80.18. Additionally, the project will include the modification of lighting at Wildwood Avenue (PM 79.55) and extension of existing fiber optics from Pioneer Trail to Stateline.

Caltrans identified that the following properties were previously listed in or determined eligible for the National Register of Historic Places (NRHP) and still maintain the characteristics that make them eligible:

- Tahoe Meadow Historic District
- Al Tahoe Historic District
- The American Legion Tract

FHWA _2023_0901_001

Pursuant to Stipulation VIII.C.6 of the PA and the 5024 MOU, Caltrans requests concurrence that the following properties are not eligible for the NRHP.

- 3678 Lake Tahoe Boulevard, South Lake Tahoe
- 3730 Lake Tahoe Boulevard, South Lake Tahoe
- 3818 Lake Tahoe Boulevard, South Lake Tahoe
- 3820 Lake Tahoe Boulevard, South Lake Tahoe
- 3860 Lake Tahoe Boulevard, South Lake Tahoe
- 3876 Lake Tahoe Boulevard, South Lake Tahoe
- 3892 Lake Tahoe Boulevard, South Lake Tahoe
- 3950 Lake Tahoe Boulevard, South Lake Tahoe (please note that the DPR 523 for this property lists the address as 3620 Chiles Road in Davis, CA – for the sake of this consultation the assumption is that the address corresponds with the address used in both the name and Caltrans' letter of August 31, 2023)

Based on review of the submitted documentation, I concur with the determinations listed above.

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

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix E. Response to Comments

Response to comments will be included in the Final Environmental Document.