

Notice of Preparation of an Environmental Impact Report Red Rock to Doyle Safety Project

The California Department of Transportation (Caltrans) District 2 is lead agency for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) processes for the Red Rock to Doyle Safety Project. As lead agency under CEQA, Caltrans is issuing this Notice of Preparation (NOP) for an Environmental Impact Report (EIR), consistent with all CEQA requirements.

The purpose of this NOP is to notify agencies, organizations, and individuals of this intent, and request input on the scope and content of the proposed EIR.

Scoping Period for Receipt of Comments

Comments must be received by November 12, 2026.

Please submit written comments by either of the following ways:

1. By mail to:

Caltrans District 2

Attn: Julie McFall

1031 Butte Street, MS 30

Redding, CA 96001

2. By email to: Red_Rock_to_Doyle_ScopingComments@dot.ca.gov

Scoping Meeting

A scoping meeting will be held on MONDAY, OCTOBER 19 from 4:30 to 6:30 PM PST at the Doyle Community Center located at 434-685 Doyle Loop, Doyle, CA 96113. At the meeting, Caltrans will provide a brief overview of the project and the environmental review process. Attendees will have an opportunity to ask questions; however, questions and discussion at the meeting will not be considered scoping comments. All scoping comments must be submitted by mail or email. Meeting attendance is not necessary to submit comments.

Project Description

Caltrans is the lead agency under CEQA and NEPA for the project. As shown in Figure 1, the Red Rock to Doyle Safety Project is located on United States Route 395, post miles R5.60 to R29.90, near the community of Doyle in Lassen County.

The purpose of this project is to reduce the frequency and severity of crossover collisions, reduce distressed lane miles, improve ride quality, and minimize future maintenance and capital efforts and costs. This project would extend the useful pavement life for a minimum of 10 years and improve safety and facility reliability for all modes of travel/goods movement, and would restore pavement, culverts, bridges, guardrails, and Transportation Management System elements to a good condition.

To address the crossover collisions occurring within the project limits, Caltrans is considering two build alternatives:

Alternative 1 - Alternating Slow Moving Vehicle Lanes: Under this alternative, alternating slow moving vehicle lanes (1.5 to 3 miles long) would be constructed along the northbound and southbound travelway.

Alternative 2 – Concrete Median Barrier: Under this alternative, northbound and southbound traffic would be separated by a 42-inch-tall concrete barrier.

Permits and approvals from the following agencies may be required but are not limited to: U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE), Lahontan Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW).

Potential Environmental Effects/Topics to Be Evaluated

Based on preliminary surveys and information, Caltrans identified the following main subject areas for analysis in the EIR. The EIR will consider impacts associated with construction and ongoing operation. The scope of environmental analysis could be modified based on input from this NOP, project scoping, or the project development process.

Environmental effects anticipated for study include, but are not limited to:

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Biological Resources (including trees, plants, animals, and wetlands/aquatic features)
- Cultural Resources
- Energy
- Geology / Soils (including paleontology)
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology / Water Quality
- Land Use / Planning
- Mineral Resources
- Noise
- Population / Housing
- Public Services
- Recreation
- Transportation / Traffic
- Tribal Cultural Resources
- Utilities / Service Systems
- Wildfire
- Cumulative Impacts