

Monte Vista Pavement Rehabilitation Project

INITIAL STUDY with Proposed Negative Declaration



PLACER COUNTY, CALIFORNIA
DISTRICT 3-PLA-80 (Post Miles 42.7 to 49.3)
03-3H610 / 0318000019

Prepared by the
State of California, Department of Transportation



June 2022



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental effects of the proposed project on Interstate 80 in Placer County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this document.
- Additional copies of this document and related technical studies are available for review at 703 B Street, Marysville, CA 95901 or the Colfax Library, 10 Church Street, Colfax, CA 95713. 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 July 7, 2022, Caltrans Gold Run Rest Area, EB I-80 from 5-6:30pm.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public meeting and/or send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:
California Department of Transportation
Attention: Tracy Robinson
North Region Environmental–District 3
703 B Street
Marysville, CA 95901
- Send comments via e-mail to: Monte.Vista@dot.ca.gov
- Be sure to send comments by the deadline: July 14, 2022

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, or in digital format. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Deanna Shoopman, North Region Environmental - District 3, 703 B Street, Marysville, CA 95901; (530) 632-0080 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.



Monte Vista Pavement Rehabilitation Project

Improve the safety, reliability, and freight mobility of this mountain segment of Interstate 80 (I-80). Improvements will reduce traffic delays and improve mobility along this corridor.

Interstate 80 in Placer County,
from post miles 42.7 to 49.3 between Monte Vista Overcrossing
and 0.3 mile East of Drum Forebay

INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

06/13/2022

Date of Approval



on behalf of 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:

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703 B Street, Marysville, CA 95901
(530) 720-3499
or use the California Relay Service TTY number, 711 or 1-800-735-2929.



Proposed Negative Declaration

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

Project Description

The California Department of Transportation (Caltrans) proposes to improve the safety, reliability, and freight mobility of this mountain segment of Interstate 80 (I-80) in Placer County, from post mile 42.7 to 49.3. Proposed improvements will reduce traffic delays and improve mobility along this corridor by adding a truck climbing lane to reduce traffic delays and improve overall traffic operations. This proposed project will preserve and extend the useful life of the existing pavement in the eastbound (EB) direction, by cold planing, which removes the surface of the existing pavement and overlaying onto the existing pavement. This project will also address drainage systems that are nearing the end of their service life by installing, extending, or replacing culverts, address inadequate roadside lighting, upgrade non-standard median barrier, improve the Traffic Management System (TMS) in the EB direction, and address wildlife crossing conflicts.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration (ND) for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The project would have **No Effect** on Agriculture & Forest Resources, Cultural Resources, Energy, Land Use Planning, Mineral Resources, Noise, Population and Housing, Recreation, Transportation, Tribal Cultural Resources, and Wildfire.

The project would have **Less than Significant Impacts** to Aesthetics, Air Quality, Hazards and Hazardous Materials, Public Services, Utilities and Service Systems, Hydrology and Water, Geology and Soils, and Greenhouse Gas and Biological resources.

06/13/2022

Date



on behalf of Mike Bartlett

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



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LIST OF ACRONYMS AND ABBREVIATED TERMS

Acronym/ Abbreviation	Description
AB	Assembly Bill
ARB	Air Resources Board
ARZ	Absorber Root Zone
BMPs	Best Management Practices
BO	Biological Opinion
BSA	Biological Study Area
°C	degrees Celsius
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CAL-CET	Caltrans Construction Emissions Tool
CAL EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CAL OES	California Office of Emergency Services
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCC	Central California Coast (coho salmon ESU)
CCR	California Code of Regulations
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
CGP	Construction General Permit
CH ₄	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO ₂	carbon dioxide

Acronym/ Abbreviation	Description
CO ₂ e	carbon dioxide equivalent
CRPR	California Rare Plant Rank
CSP	Corrugated Steel Pipe
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
Department	Caltrans
DI	drainage inlet
DOT	Department of Transportation
DP	Director's Policy
DPS	Distinct Population Segment
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESHA	Environmentally Sensitive Habitat Area
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
°F	degrees Fahrenheit
FCAA	Federal Clean Air Act
FED	Final Environmental Document
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMP	Fishery Management Plan
FR	Federal Register
G	Global: ranking for Natural Communities of Special Concern
GHG	greenhouse gas
GWP	Global Warming Potential

Acronym/ Abbreviation	Description
H&SC	Health & Safety Code
HA	Hydrologic Area
HAS	Hydrologic Sub-Area
HFCs	hydrofluorocarbons
HU	Hydrologic Unit
HVF	High-Visibility Fencing
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LCFS	low carbon fuel standard
LEDPA	least environmentally damaging practicable alternative
LSAA	Lake and Streambed Alteration Agreement
MAMU	Marbled murrelet
MBTA	Migratory Bird Treaty Act
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMT	million metric tons
MMTC _{02e}	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MSA	Magnuson-Stevens Fishery Conservation and Management Act
MTP	Metropolitan Transportation Plan
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NC	North Coast
NCRWQCB	North Coast Regional Water Quality Control Board
NCSC	Natural Communities of Special Concern
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service

Acronym/ Abbreviation	Description
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NRLF	Northern red-legged frog
NSO	Northern spotted owl
O ₃	ozone
OHWM	ordinary high-water mark
OPR	Governor's Office of Planning and Research
Pb	lead
PDT	Project Development Team
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code (California)
RMS	root mean square
RSP	Rock Slope Protection
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
S	State: ranking for Natural Communities of Special Concern
SAFE	Safer Avoidable Fuel-Efficient (vehicles)
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SHS	State Highway System
SLR	Sea Level Rise
SNC(s)	Sensitive Natural Community(ies)
SO ₂	sulfur dioxide
SR	State Route
SRZ	Structural Root Zone
SSC	Species of Special Concern
SWMP	Storm Water Management Plan

Acronym/ Abbreviation	Description
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDLs	Total Maximum Daily Loads
TMP	Transportation Management Plan
U.S. or US	United States
U.S. 101	U.S. (United States) Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
U.S. DOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirements
WPCP	Water Pollution Control Program
WQAR	Water Quality Assessment Report
WQOs	Water Quality Objectives
YBCU	Yellow-billed cuckoo

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 in Placer County on I-80 from 0.45 mile west of Monte Vista Overcrossing (OC) at post mile (PM) 42.7 to 0.3 mile east of Drum Forebay OC at PM 49.3. I-80 is designated as part of the “National Network” for trucks and serves as the primary east-west route in California for interregional and interstate travel. This segment of the I-80 corridor within the project limits also serves heavy tourist traffic to and from the Tahoe Region from Sacramento and surrounding cities. I-80 plays a critical role in California’s economy by supporting a high volume of commuter and interregional traffic, as well as trucks moving goods to designations in and out of the state. Traffic within the project limits is subject to substantial delays resulting from slowdown of heavy truck traffic on the mainline and reduced operational efficiency of this corridor.

1.2 Project Description

The California Department of Transportation (Caltrans) proposes to improve the safety, reliability, and freight mobility of this mountain segment of Interstate 80 (I-80) in Placer County, from post mile 42.7 to 49.3. Proposed improvements will reduce traffic delays and improve mobility along this corridor by adding a truck climbing lane to reduce traffic delays and improve overall traffic operations. The proposed project will preserve and extend the useful life of the existing pavement in the eastbound (EB) direction by cold planing, which removes the surface of the existing pavement and overlaying onto the existing pavement. This project will also address drainage systems that are nearing the end of their service life by installing, extending, or replacing culverts, address inadequate roadside lighting, upgrade non-standard median barrier, improve the Traffic Management System (TMS) in the EB direction and address wildlife crossing conflicts.

1.2.1 Project Objective

Purpose

This project will preserve and extend the useful life of the existing pavement along the eastbound direction. The project will extend the life of drainage systems that are near the end of their service life, improve roadside lighting, upgrade nonstandard median barrier, improve the Traffic Management Systems (TMS) in eastbound direction and address wildlife crossing conflicts. The proposed project will also increase safety with the addition of a truck climbing lane, which will allow trucks to ascend the grade without slowing traffic.

Need

The existing pavement is exhibiting major signs of distress and will continue to deteriorate without action. Drainage systems within the project limits have also been steadily deteriorating, and if left unaddressed will contribute to further damage to the existing roadbed.

Safety signs and Lighting inventory identified poor condition lighting, poor condition overhead signs, non-standard overhead signs, and non-standard 2-post ground mounted signs. TMS elements are in poor condition along this segment of the roadway and in need of repair. In addition, numerous collisions resulting from wildlife crossings were reported along this roadway segment.

Traffic within the project limits is subject to substantial delays resulting from slowdown of heavy truck traffic on mainline, resulting in rear-end collisions, loss in level of service, and decreased operational efficiency of this corridor. The design hour truck percentage is 13%. Truck speed profile indicates that the design speed of the truck traffic is much lower than the safety threshold of 45 miles per hour. This has resulted in 70 rear-end collisions including one fatality between 2013 and 2017, slowdown of vehicular traffic, increased vehicle emissions, increased travel costs, and reduced travel time reliability.

1.2.2 Proposed Project

The proposed project includes the following scope of work:

- Construct a 12-foot HMA/JPCP truck climbing lane and a standard 10-foot shoulder by widening in the EB direction from PM 42.7 to PM 43.0, from PM

45.8 to PM 47.5 and from PM 48.8 to PM 49.3; and widening in the WB direction from PM 43.30 to PMN 44.54, from PM 44.86 to PM 45.2, and from PM 47.5 to PM 48.8. From PM 45.2 to PM 45.8, the concrete barrier will be shifted approximately 5' – 4" toward WB, and the inside shoulder will be reduced to incorporate continuous truck climbing lane through the vicinity of Towle OH

- Designate an area to accommodate an onsite concrete plant
- Remove existing median concrete barrier Type 60
- Construct new median concrete barrier Type 60
- Construct Soldier Pile Ground Anchor wall at the following locations:
 - PM 45.80 to PM 45.86
 - PM 46.00 to PM 46.25
 - PM 46.36 to PM 46.70
 - PM 46.76 to PM 46.90
 - PM 47.00 to PM 47.06
 - PM 47.25 to PM 47.44
 - PM 48.70 to PM 48.92
 - PM 49.13 to PM 49.26R
- Realign the EB on- and/or off-ramps for Monte Vista OC, Alta Road UC, Crystal Springs Road OC, Baxter OC, and Drum Forebay OC interchanges
- Construct new MVPs to replace the existing MVPs affected by the widening
- Construct new chain-on/off lanes to replace the existing chain-on/off lanes affected by the widening
- Widen Alta Road UC (Bridge No. 19-0111) and replace approach slabs to accommodate a 12-foot lane and a 10-foot shoulder.

- Replace Monte Vista OC (Bridge No. 19-0110) to accommodate 10-foot inside shoulders EB/WB, three 12-foot lanes EB, 10-foot outside shoulder EB, two 12-foot lanes WB, and 10-foot paved shoulder WB
- Cold plane and overlay existing pavement in EB direction from PM 42.7 to 44.75 with 0.15' HMA -Type A
- Repair locations of severe existing asphalt pavement failure in EB direction from PM 42.7 to PM 44.75 with dugouts
- Replace failed PCC slabs in EB direction from PM 44.75 to 49.3
- Replace all EB MBGR with MGS to current MASH standards.
- Place HMA dike (Type F) under the EB guardrail
- Replace minor concrete under the new guardrail and ridge road bridge (PM 43.162) for vegetation control in EB direction
- Upgrade nonstandard overhead signs and nonstandard large 2-post ground-mounted signs (sign boards only) in EB direction
- Replace poor condition census station in EB direction
- Upgrade extinguishable message signs (PM 46.269 and 48.996) in EB direction
- Construct new closed-circuit television (CCTV) at PM 48.96 in EB direction
- Rehabilitate poor condition culverts by lining
- Extend culverts as needed
- Modify median inlets and culverts as needed due to shifting of median barrier
- Replace stamped colored concrete beyond the gore areas in poor locations
- Relocate utilities, as needed
- Evaluate and construct two wildlife crossing culverts (12' by 12' around PM 43.50 and 47.85)



Figure 1. Project Vicinity

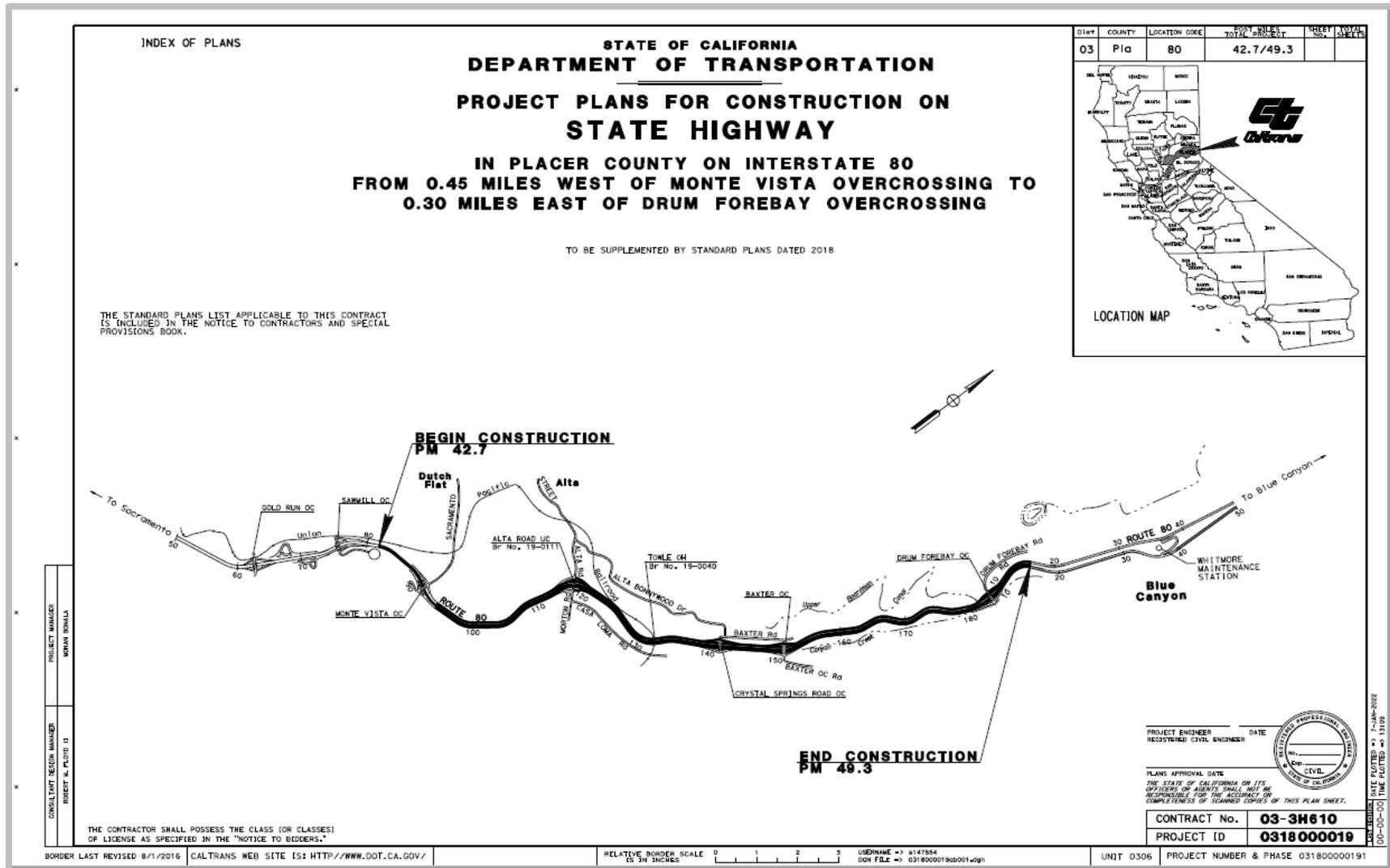


Figure 2. Project Location Map

1.2.3 Project Alternatives

Alternative 1:

- Construct a 12-foot HMA/JPCP truck climbing lane and a standard 10-foot shoulder by widening in the EB direction from PM 46.8 to 47.5 and from PM 48.8 to 49.3, and widening in the WB direction from PM 47.5 to 48.8
- Designate an area to construct on-site concrete plant (VA Alternative 3)
- Construct soldier pile ground anchor (SPGA) walls at the following EB locations:
 - PM 46.60 to PM 46.70
 - PM 46.76 to PM 46.90
 - PM 47.00 to PM 47.06
 - PM 47.25 to PM 47.44
 - PM 48.70 to PM 48.92
 - PM 49.13 to PM 49.26R
- Remove existing non-standard median concrete barrier Type 60 from approx. 47.5 to PM 48.8
- Construct new median concrete barrier Type 60 and new crown from approx. PM 47.5 to PM 48.8
- Cold plane and overlay existing pavement in EB direction from PM 42.7 to 44.75 with 0.15' HMA-Type A
- Replace failed PCC slabs in EB direction from PM 44.75 to 49.3
- Overlay 0.1' bonded wearing course and restripe between PM 44.75 and 49.3
- Replace all EB MBGR with MGS to current MASH standards
- Place HMA/PCC dike (Type F) under the EB guardrail
- Replace minor concrete under the new guardrail and Monte Vista OC (PM 43.162) for vegetation control in EB direction
- Replace poor condition lighting in EB direction
- Replace poor condition overhead signs (including pole and foundation) in EB direction

- Upgrade nonstandard overhead signs (sign boards only) and nonstandard large 2-post ground-mounted signs (sign boards only) in EB direction
- Replace damaged detector loops affected by widening for both EB/WB direction
- Remove Emergency Message Sign (EMS) at PM 44.316 in EB direction
- Relocate Changeable Message Sign (CMS) from PM 47.499 to PM 44.316 in EB direction
- Construct new closed-circuit television (CCTV) at PM 44.458 in WB direction
- Place new pole mounted cabinet to power the EMS at PM 47.499 in WB direction
- Replace damaged Fiber Optic due to widening in the WB direction
- Rehabilitate poor condition culverts by lining
- Modify median inlets and culverts as needed due to shifting of median barrier
- Replace stamped colored concrete beyond the gore areas in poor condition locations
- Relocate utilities, as needed
- Evaluate and construct two wildlife crossing culverts (12' by 12') near PM 43.50 and PM 47.85

Alternative 2:

- Construct a 12-foot HMA/JPCP truck climbing lane and a standard 10-foot shoulder by widening in the EB direction from PM 42.7 to PM 43.0, from PM 45.8 to PM 47.5, and from PM 48.8 to PM 49.3; and widening in the WB direction from 43.3 to PM 44.54, PM 44.86 to PM 45.2, and PM 47.5 to PM 48.8.
- Designate an area to accommodate an on-site concrete plant (VA Alternative 3)
- Construct soldier pile ground anchor (SPGA) walls at the following EB locations:
 - PM 45.80 to PM 45.86
 - PM 46.00 to PM 46.25

- PM 46.36 to PM 46.70
- PM 46.76 to PM 46.90
- PM 47.00 to PM 47.06
- PM 47.25 to PM 47.44
- PM 48.70 to PM 48.92
- PM 49.13 to PM 49.26R
- Construct SPGA at the following WB locations:
 - PM 43.55 to PM 43.89
 - PM 44.01 to PM 44.42
 - PM 44.45 to PM 44.55
- Realign the EB on and/or off ramps for Monte Vita OC, Alta Road UC, Crystal Springs Road OC, Baxter OC, and Drum forebay OC interchanges
- Construct new MVPs to replace the existing MVPs affected by the widening
- Construct new chain-on/off lanes to replace the existing chain-on/off lanes affected by the widening
- Sawcut the existing EB shoulder and chain-on/off lanes per DME recommendations before constructing the new widening
- Widen Alta Road UC (Bridge No. 19-0111) and replace approach slabs to accommodate a new 12-foot lane and a 10-foot shoulder
- Replace Monte Vista OC (Bridge No. 19-0110) to accommodate 10-foot inside EB/WB shoulders, three 12-foot lanes EB, a 10-foot outside EB shoulder, two 12-foot WB lanes, and a 10-foot WB shoulder
- Cold plane and overlay existing pavement in EB direction from PM 42.7 to 44.75 with 0.15' HMA-Type A with crack fill
- Grind and place polyester concrete inlay in areas with wheel rut issues along the 2nd lane of EB direction from PM 44.57 to 49.3 and perform full width profile grind in rut repair areas to obtain a smooth surface.
- Replace failed PCC slabs in EB direction from PM 44.75 to 49.3
- Replace all EB MBGR with MGS to current MASH standards
- Replace non-standard median concrete barrier

- Place HMA/PCC dike (Type F) under the EB guardrail
- Replace minor concrete under the new guardrail and Monte Vista OC (PM 43.162) for vegetation control in EB direction
- Replace poor condition lighting in EB direction
- Replace poor condition overhead signs, including pole and foundation, in EB direction
- Upgrade nonstandard overhead signs (sign boards only) and nonstandard large 2-post ground-mounted signs (sign boards only) in EB direction
- Replace damage detector loops affected by widening for both EB/WB direction
- Remove Emergency Message Sign (EMS) at PM 44.316 in EB direction
- Remove Changeable Message Sign (CMS) on PM 47.499 in EB direction and place new CMS on PM 46.316 in EB direction
- Construct CMS at PM 48.290 in EB direction
- Construct Closed-Circuit Television (CCTV) at PM 48.27 and PM 49.00 in EB direction
- Construct CCTV at PM 44.45 in WB direction
- Remove EMS and replace with Variable Message sign (VMS) along with new pole mounted cabinet for power at PM 47.49 in WB direction
- Replace damaged Fiber Optic due to widening in the WB direction
- Rehabilitate poor condition culverts by lining
- Relocate drainage inlet as needed
- Replaced stamped colored concrete beyond the gore areas in poor condition locations
- Relocate utilities as needed
- Evaluate and construct two wildlife crossing culverts (12 X 12 at PM 43.5 and PM 47.93)

1.2.4 Alternatives Considered but Eliminated from Further Consideration

Narrow Median Shoulder on Existing Median Shoulder Alternative

This alternative will not meet the need and purpose of the project and is not recommended due to the safety concerns of reducing the inside shoulder in the EB and WB directions.

- Remove existing median concrete barrier Type 60 (34,490 ft)
- Construct new crown between PM 42.7 to PM 44.75, overlaying with Hot Mix Asphalt pavement section.
- Construct new crown between PM 44.75 to PM 49.3 with Portland Cement Concrete (PCC).
- Construct new median concrete barrier Type 60 (34,490 ft, moved 5' 2" towards WB direction from existing location). Minimum barrier height is 42"
- Shift the existing median concrete barrier at Alta Road UC (Bridge. No: 19-0111) and Towle Overhead (Bridge. No: 19-0040) by 5' 2" toward WB direction to accommodate a 4' inside shoulder EB, 11' lane EB, 2-12' lanes EB, and a 10' shoulder EB
- Replace Monte Vista OC (Bridge. No: 19-0110) to provide a 112' horizontal clearance
- Cold plane and overlay existing pavement in EB direction from PM 42.7 to PM 44.75 with 0.15' HMA-Type A
- Repair locations of severe existing asphalt pavement failure in EB direction from PM 42.7 to PM 44.75 with dugouts
- Replace failed PCC slabs along EB direction from PM 44.75 to PM 49.3
- Widen 0'-5' to the outside in the EB direction within the transition area leading up to and from Monte Vista OC, Crystal Spring Rd OC, Baxter OC, and Drum Forebay OC
- Overlay 0.1' bonded wearing course and restripe between PM 44.75 to PM 49.3, EB only
- Replace all EB MBGR with MGS to current MASH standards (17688 ft)
- Place Hot Mix Asphalt dike (Type F) under the EB guardrail

- Replace minor concrete under the new guardrail and Monte Vista OC (PM 43.162) for vegetation control along EB direction (replace 41 poor condition locations and add one new location)
- Replace 3 poor condition lights along EB (located near PM 46.311)
- Replace 3 (PM 42.9, PM 46.67, and PM 48.82) poor condition overhead signs including pole and foundation along EB direction
- Upgrade 2 (PM 44.53 and PM 46.12) nonstandard overhead signs (sign boards only) and 3 (PM 43.83, PM 45.23, and PM 48.31) nonstandard large 2-post ground-mounted signs (sign boards only) along EB direction
- Replace 1 poor condition census station (PM 43.167) along EB direction
- Upgrade 2 extinguishable message signs (PM 46.269 & PM 48.996) along EB direction.
- Construct one new CCTV (PM 48.996) along EB direction
- Rehabilitate poor condition culverts (41 poor condition culverts at 3052 LF) by lining
- Modify median inlets (replace 77 fair inlets and 2 fair manholes & install 48 new inlets) and culverts (replace 27 good culverts (3619 ft), one poor culvert (258 ft), and two unevaluated culverts (136 ft) and install 48 new culverts (9600 ft)) as needed due to shifting the median barrier.
- Replace poor condition stamped colored concrete beyond the gore areas in 8 locations.
- Relocate utilities as needed.
- Evaluate and construct two wildlife crossing culverts 12' x 12', at approximately PM 45.31 and PM 48.35) and fencing at approximately PM 45.7.

1.2.5 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.

1.2.6 General Plan Description, Zoning, and Surrounding Land Uses

The Placer County Plan was updated in May of 2013 and outlines guidance for land use and development within Placer County. The plan is comprised of two guidance documents - the Countywide General Plan and the Placer County Land Use diagram. The two guidance documents contain the Placer County land development policy, a Placer County land use diagram, and the community plans. The Placer County Plan focuses on specific areas of unincorporated Placer County, all of which include an area plan and detailed goals and policies for the community that the plan references. The Countywide General Plan outlines several goals pertaining to land use and transportation, which include but are not limited to: promote the wise, efficient, and environmentally-sensitive use of Placer County lands to meet the present and future needs of Placer County residents and businesses; to establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment; and provide for the long-range planning and development of the County's roadway system and a balanced freight transportation system to ensure the safe and efficient movement of people and goods (Placer County 2013). The landscape surrounding the project locations is mountainous and forested. Land use along the project segments is primarily rural residential and undeveloped forest, but also includes some small-scale commercial areas.

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). Permit applications would be submitted to the agency after approval of the Final Environmental Document (FED) and the final Project Report.

Table 1. Agency, Permit/Approval and Status

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Agreement for Streambed Alteration Section	Pending
Regional Water Quality Control Board (RWQCB)	401 from Central Valley	Pending
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	Pending

1.4 Standard Measures and Best Management Practices Included in All Alternatives

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

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, and resource management plans that are relevant to the project. They contain refinements in planning policies and implementing actions. These

practices predate the project's proposal and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

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

Aesthetics Resources

- AR-1:** Aesthetic treatment to bridges/guardrails/retaining walls would be included, such as tribal patterns, to address context sensitivity.
- AR-2:** Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally appropriate native vegetation.
- AR-3:** Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.
- AR-4:** Where feasible, construction lighting would be limited to within the area of work.
- AR-5:** Where feasible, the removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved, and root systems of trees protected.

Biological Resources

BR-1: General

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

BR-2: Animal Species

- A. To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week 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. A Bat Exclusion Plan would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle bats or birds. The Bat Exclusion Plan would include guidelines for appropriate date of exclusion and temperature parameters based on bridge type, geographic location, and species present. At the direction of a qualified biologist, exclusion devices would be installed after the maternity season but before hibernation. If overlapping resources are present (e.g., nesting birds), coordination between the Bat Exclusion Plan and any other relevant plans would occur. Measures would be monitored by a qualified biologist.
- E. 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.
- F. 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.
- G. The Hydroacoustic Monitoring Plan would describe the monitoring methodology, frequency of monitoring, positions that hydrophone would be deployed, techniques for gathering and analyzing data, quality control measures, and reporting protocols.
- H. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors. 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.

- I. An Aquatic Species Relocation Plan, or equivalent, would be prepared by a qualified biologist and include provisions for pre-construction surveys and the appropriate methods or protocols to relocate any species found. If previously unidentified threatened or endangered species are encountered or anticipated incidental take levels are exceeded, work would either be stopped until the species is out of the impact area, or the appropriate regulatory agency would be contacted to establish steps to avoid or minimize potential adverse effects. This Plan may be included as part of the Temporary Creek Diversion System Plan identified in BR-5.
- J. Artificial night lighting may be required. To reduce potential disturbance to sensitive resources, lighting would be temporary, and directed specifically on the portion of the work area actively under construction. Use of artificial lighting would be limited to Cal/OSHA work area lighting requirements.

BR-3: Invasive Species

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

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping 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-2L). 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 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

- GS-1:** The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.
- GS2:** In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

- GHG-1:** Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.
- GHG-2:** Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.
- GHG-3:** Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB).
- 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. Landscaping reduces surface warming and, through photosynthesis, decreases CO₂. This replanting would help offset any potential CO₂ emissions increase.

Hazardous Waste and Material

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

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

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

Hydrology and Floodplain

HF-1: The proposed bridge would maintain the same elevation above the ordinary high-water mark (OHWM) as the existing bridge, and no new structures would be placed which would result in a substantial backflow during a flood event.

Traffic and Transportation

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

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

TT-3: A Transportation Management Plan (TMP) 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 Interstate 80 throughout the construction period.

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 a high CalFire 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 2012-0011-DWQ and as amended by subsequent orders, which became effective July 1, 2013), for projects that result in a land disturbance of one acre or more, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) or Water Pollution Control Program (WPCP) (for projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best

Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans 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 sites BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed off-site.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.
- Soil-disturbing work would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) as amended by subsequent orders.

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. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special status species by the National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).



Chapter 2 CEQA Environmental Checklist

Environmental Factors Potentially Affected

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

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

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A “NO IMPACT” answer in the last column of the checklist reflects this determination. The words “significant” and “significance” used throughout the CEQA Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

Project Impact Analysis Under CEQA

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

CEQA requires the identification of each potentially “significant effect on the environment” resulting from the project, and ways to mitigate each significant effect.

Significance is defined as “Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project” (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

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

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

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

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

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

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

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

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.

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?			✓	

The “No Impact” and “Less Than Significant Impact determinations in this section are based on the scope, description, and location of the proposed project, as well as the Visual Impact Assessment dated June 9, 2021.

2.1.1 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” (CA Public Resources Code [PRC] Section 21001[b]).

2.1.2 Environmental Setting

The proposed project is located in Placer County on I-80, between the town of Gold Run and Blue Canyon. The surrounding area is rural and forested with sporadic residential use. Elevations of the project location range from approximately 3,100 feet to 4,500 feet above mean sea level.

Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

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

No Impact: In Placer County, Interstate 80 is not designated as a state scenic highway. The proposed project will not have an adverse effect on the scenic vista. Therefore, the project would have no impact on scenic vistas.

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

No Impact: The implementation of the proposed project would not damage scenic resources such as trees, rock outcroppings, and historic buildings. The project would not construct any buildings or structures that would block long-range views or interfere with scenic vistas. Therefore, the project would have no impact to scenic resources.

c) *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.)*

No Impact: The project would not substantially degrade the existing visual character or quality of public view of the site and its surroundings. Therefore, the project would have no impact to public views.

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

Less Than Significant Impact: The proposed work is expected to be completed during normal working daylight hours but may require some work during the night. All nighttime illumination sources coming from the project would comply

with standard Caltrans practices controlling illumination for public safety and any light and glare from construction.

After project completion, new lighting will permanently improve the quality of illumination within the project limits. The surrounding areas are rural with existing lighting. No new source of lighting or glare would substantially affect day or nighttime views. Therefore, the impact is less than significant.

The following are measures to reduce the visual effects:

The implementation of the minimization measures will help to diminish any possible visual impacts that may occur because of this project.

- The project will incorporate aesthetic/architectural treatment for the replacement of Monte Vista OC (Bridge No: 19-0110) which should blend with the surrounding area. Aesthetic/architectural treatment shall be determined in consultation with the District Landscape Architect during the design phase.
- Tree removal locations will be refined through project development. Replacement planting may be required to reduce visual impacts in 0'-5' widening area on the outside in the EB direction. The need for and scope of planting will be determined during the project design phase.
- Potential construction staging areas and disposal/borrow site will need to be identified during the PA&ED phase.
- All disturbed areas including access roads shall be re-graded to their pre-construction profiles and contours.
- If the project requires equipment/staging areas per our Special Provisions, Section 5.1 indicates that the contractor will be responsible for securing locations for staging and storage. At the end of construction all areas used for staging, access or other construction activities shall be repaired pursuant to Section 5-1.36 "Property and Facility Preservation."

2.1.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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
<p>Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				✓
<p>Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				✓
<p>Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				✓
<p>Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				✓

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, the California Department of Conservation Farmland Maps, and Natural Resources Conservation Service Soil Survey.

2.2.1 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.

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (CA Government Code Sections 51100 et seq.) which was enacted to preserve forest resources. Like the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (TPZ) are on 10-year cycles. Although state highways are exempt from provisions of the Act, the California Secretary of Resources and the local governing body are notified in writing if new or additional right of way from a TPZ will be required for a transportation project.

2.2.2 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: Land classified as Other Lands and Grazing Lands are located near or adjacent to the proposed project limits on Interstate 80. However, no temporary or permanent acquisition of land is anticipated for the project as all work will be conducted within the Caltrans right-of-way. The proposed project would not convert any land currently used for agriculture to non-agriculture use. Therefore, there is no impact.

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

No Impact: There are no parcels under the Williamson Act contract within the project limits. Therefore, no impacts would occur in relation to agriculture zoning or Williamson Act properties.

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

No Impact: The proposed project would not conflict with existing zoning for forestland/timberland. Therefore, no impacts would occur to forest 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 would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the project would not result in a loss or conversion of forestland.

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, no impacts would occur.

2.2.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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?			✓	

The “No Impact” and “Less Than Significant” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Air Quality Report dated September 14, 2021.

2.3.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality, while the California Clean Air Act (CCAA) 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 FCAA 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 NAAQS and do not apply at all for state standards regardless of the status of the area.

2.3.2 Environmental Setting

This project is located on eastbound I-80 at postmile 42.7 to 49.3. Within the project limits, I-80 is a 4-lane divided freeway. This section of the freeway is in the Sierra Mountain region of District 3 and experiences heavy truck traffic and chain wear during the winter months. Air quality conformity establishes the framework for improving air quality to protect public health and the environment.

2.3.3 Discussion of CEQA Environmental Checklist Question 2.3— Air Quality

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

No Impact: The air quality conditions near the proposed project are in an area that does not violate ambient air quality standards and are considered to have attained the standard. The proposed project does not conflict with or obstruct implementation of the applicable air quality plan as conformity requirements do not apply. Therefore, there is no impact.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

No Impact: Implementation of applicable air district regulatory measures would reduce emissions, and it is anticipated the proposed project would reduce construction emissions to below applicable air district thresholds.

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

Less Than Significant: Sensitive receptors include residential areas, schools, hospitals, other health care facilities, child/day care facilities, parks, and

playgrounds. Based on research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), sensitive receptors (residential areas) within 500 feet (or 150 meters). The project will not generate/expose sensitive receptors to substantial pollutant concentrations. The project will result in temporary construction emissions, construction dust and equipment exhaust which are not considered substantial. However, minimization measures shall be implemented through Caltrans special provisions and standard specifications, 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?

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

2.3.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.4 Biological Resources

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p>				✓

The “Less Than Significant Impact Incorporated” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Natural Environmental Study dated March 2022.

2.4.1 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 CDFW fully protected species, species of special concern, USFWS and NMFS candidate species, and California Native Plant Society (CNPS) rare and endangered 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 USC 1344
- Federal Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State California Fish and Game Code (CFGC) Sections 1600–1607
- State Porter-Cologne Water Quality Control Act Section 3000 et seq.

Plant Species

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

- Federal Endangered Species Act (FESA), United States Code 16 (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402
- California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq.
- Native Plant Protection Act, California Fish and Game Code Sections 1900–1913
- National Environmental Policy Act (NEPA), 40 CFR Sections 1500 through 1508
- California Environmental Quality Act (CEQA), California Public Resources Code 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 United States Code (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, United States Code 16 (USC) 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, 16 USC Section 1801

Invasive Species

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

2.4.2 Environmental Setting

A Natural Environment Study (Minimal Impacts) (NESMI) (Caltrans 2022) was prepared for the project. Caltrans coordinated with fisheries biologists and water quality specialists, as well as agency personnel from USFWS, NMFS, CDFW, NCWQCB, and USACE. See Chapter 3 for a summary of these coordination efforts and professional contacts.

This project is situated in California's Northern High Sierra Nevada District. This location is characterized by forests of ponderosa pine, white fir, and giant sequoia in lower montane areas; forests of Red Fir, Jeffrey Pine, and Lodgepole Pine in upper montane areas. Forests of Montane Hemlock and Whitebark Pine in subalpine areas, and treeless alpine areas at the highest elevations.

The project area includes previously paved and disturbed areas, culverts, Canyon Creek with unnamed tributaries, and riparian habitat. The primary habitat type within the ESL is Sierran Mixed Conifer with areas of Montane Mixed Conifer. The understory is dominated by non-native ruderal species.

Sensitive Natural Communities

Natural communities of special concern are habitats considered sensitive because of their high species of diversity, high productivity, unusual nature, limited distribution, or declining status. Local, state, and federal agencies consider these habitats important, and compensation for loss of sensitive communities is generally required by agencies. The CNDDDB contains a current list of rare natural communities throughout the state. USFWS considers certain habitats, such as riparian communities, important to wildlife; and USACE and EPA consider stream habitats important for water quality and wildlife. Waters of the United States and Waters of the State are regulated by USACE and the Regional Water Boards, respectively.

Wetlands and Other Waters

Under section 404 of the Clean Water Act, Waters of the U.S. (WOTUS) include the following: territorial seas, coastal and inland waters, lakes, rivers, and streams that are navigable and their adjacent wetlands, tributaries to navigable waters and their adjacent wetlands, interstate waters and their tributaries including adjacent wetlands, and all other waters of the U.S (intermittent and ephemeral streams). According to the State Water Resources Control Board, waters of the State include any surface water or groundwater, including saline waters, within the boundaries of the state. Aquatic resources regulated by the California fish and Game code 1600 et. Seq. includes areas of bed, bank, and channel of watercourses in the addition of the lateral extent of riparian vegetation associated with habitat and hydrology.

The USACE and the EPA jointly define wetlands as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturate soil conditions.

Plant Species

The plant species are of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on site. No special status plant species were found to be present within the ESL.

Animal Species

Animals are of special concern based on (1) federal, state, or local laws regulating their development; (2) limited distributions: and/or (3) the habitat requirements of special status animals occurring on site. No animal species of special concern were found to present within the Environmental Study Limits (ESL). However, habitat for Foothill Yellow-legged frog (*Rana boylei*), Monarch Butterfly (*Danaus plexippus*), and North American porcupine (*Erethizon dorsatum*) exist within the ESL.

Threatened and Endangered Species

The California Endangered Species Act (CESA) states that all native species of fishes, 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 protected, and preserved.

CESA mandates that State agencies should not approve projects that would jeopardize the continued existence of these threatened or endangered species if reasonable and prudent alternatives are available.

Department of Fish and Game regulates activities related to fish, wildlife, and plants in California and is responsible for administering CESA. CESA emphasized early coordination to avoid potential affects to State listed species and to develop appropriate mitigation planning to offset loss of listed species.

Invasive Species

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

2.4.3 Discussion of CEQA Environmental Checklist Question 2.4a)—Biological Resources

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries/NMFS?*

Less Than Significant:

Plant Species

There were no special status plant species observed during the 2021 survey season. The project is not anticipated to have any impacts to special status species. Because the project is not anticipated to result in any impacts to special status plant species, avoidance, minimization, and mitigation are not proposed. Additional surveys during the 2022 growing season and appropriate blooming periods are proposed to increase the certainty that no special status plants are present with the projects ESL. If special status plants are found during future surveys, avoidance, and minimization measures such as translocation, soil salvage, and/or seed collection will be incorporated into the project.

Animal Species

There were no special status animal species observed during the 2021 field season. Protocol level surveys were conducted for Foothill Yellow-Legged frog (FYLF) in Canyon Creek and an unnamed tributary to Canyon Creek within the ESL on April 20, 2021, and June 21, 2021. No FYLF or any other amphibians were observed during the surveys.

Monarch Butterfly

There is potential for the Monarch Butterfly to be present within the ESL. Monarch Butterflies are listed as a candidate species by the United States Fish and Wildlife Service. Monarchs require the milkweed plant for reproduction and foraging. No monarchs or milkweed plants were noted during the 2021 field season. Targeted surveys for milkweed are planned for the 2022 botanical season. Although there is potential for the monarch butterfly to be present within the ESL, it is unlikely due to the lack of milkweed which is the host plant for this species.

Foothill Yellow-Legged Frog

No FYLF or other amphibians were observed in this section of Canyon Creek or its tributary. Both streams are heavily shaded, which limits the amount of channel exposed to extended periods of sunshine to support warmer water temperatures and provide sufficient sunlight to support attached algae and diatoms for foraging tadpoles. Breeding typically occurs in relatively wide and sunlit channels that are gently flowing low-gradient streams with cobble, boulder, and gravel substrates (Thomson et. al. 2016: 88, Van Wagner 1996, Yarnell 2005). The sections of streams surveyed do not provide suitable breeding habitat (due to lack of sunlight and gradient) for FYLF but could provide foraging or dispersal habitat from more suitable habitat downstream. Breeding and rearing habitat is generally located in gently flowing, low-gradient stream sections with variable substrates predominated by cobble and boulder (USDA 2016, Kupferberg 1996a). The stream surveyed for this project is predominated by cobble, small and large boulders, and transitions into bedrock substrate at the upstream portion of the area surveyed. Although the substrate is preferable for FYLF, the lack of cobble bars and open canopy makes this stream section inconducive for breeding and rearing of tadpoles for this species. Due to the lack of basking sites and suitable breeding habitat, FYLF will avoid streams with dense canopy cover in search of preferable habitat. Impacts to FYLF from the project are not anticipated.

North American Porcupine

There is potential for North American porcupine to be present with the ESL; however, this species was not observed during field surveys or captured on wildlife movement cameras placed at post miles 47.9, 45.4 and 43.5. CNDB notes one observation of an adult porcupine near the intersection of Alta and Bonnybrook Road on December 17, 2017. It is unlikely that this project will impact the North American Porcupine due to the availability of more suitable habitat located outside the ESL.

North American Porcupine

No avoidance or minimization measures are required.

Avoidance and Minimization Efforts for Animal Species

Monarch Butterfly

If any milkweed plants are found during the targeted botanical survey, then those individual plants will have ESA fencing installed surrounding them to preserve habitat for reproduction and foraging.

Foothill Yellow-Legged Frog

The following project features would be implemented during construction:

1. Conduct a pre-construction survey within 3-5 days prior to entering or working at the project site to determine the presence/absence of standing or flowing water, and the presence and/or the potential for presence of FYLF adults, juveniles, tadpoles, or egg masses within the project area. Prior to commencing work, Caltrans shall provide to CDFW for review preconstruction survey notes and observations.
2. If FYLF are found during the pre-construction survey, Caltrans shall:
 - i Consult CDFW immediately by either telephone or email and provide a short description of observations, including a count of individuals and the life stage(s), conditions at the site, and other aquatic species observed; and
 - ii Either propose site-specific measures that will be utilized to avoid take or obtain an Incidental Take Permit (ITP), if take of FYLF cannot be avoided. In stream work shall not commence until CDFW has provided written approval of the proposed avoidance measures or an ITP has been issued.
3. If no FYLFs are found during the pre-construction survey and no surface water is present in the project area, work may commence without further surveys.
4. If no FYLFs are found but surface water is present during the pre-construction survey, or if surface water becomes present at any time during the work period, a qualified biologist shall survey the work site each day before commencement of work activities where equipment and/or materials may come in contact with FYLFs, streams, or riparian habitat.

5. If FYLFs are observed at any time during the construction season, work in the immediate area shall be halted, CDFW immediately consulted, and conservation measures developed and agreed to by CDFW prior to recommencing work.

Threatened and Endangered Species

There will be no effect to any Federally listed species or Designated Critical Habitat. Consultation for Federally listed species or critical habitat with United States Fish and Wildlife Service or National Marine Fisheries Service is not necessary in accordance with legal requirements set forth under the Federal Endangered Species Act.

This project will not result in any impacts to, or 'Take' of any State listed species. Coordination with the California Department of Fish and Wildlife for state listed species is not necessary in accordance with legal requirements set forth under the California Fish and Game Code.

2.4.4 Discussion of CEQA Environmental Checklist Question 2.4b)—Biological Resources

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant:

Sensitive Natural Communities

Riparian habitat borders Canyon Creek and the unnamed tributary near post mile 47.9 consisting of Big Leaf Maple, White Fir, Valley Oak, Black Oak, Alder Ponderosa Pine, and Incense Cedar. Roadway widening will occur at culvert location, post mile 47.9. A wildlife crossing culvert is proposed at this location as well.

Avoidance and Minimization for Sensitive Natural Communities

Riparian habitat will be avoided to the greatest extent practicable.

For any removal of riparian vegetation which occurs during Migratory and non-game bird Nesting Season (February 1 – September 30), bird nesting surveys will be performed prior to removal according to SSP 14-6.03A.

Project impacts to due to widening and installation of wildlife crossing culverts are considered less than significant since the riparian impacts will be temporary and are characterized as having low functional value.

The California Department of Fish and Wildlife requires that riparian impacts be offset by the purchase of credits at a California Department of Fish and Wildlife approved mitigation bank or by on-site restoration.

Final ratios and strategies for permit driven riparian mitigation will be developed during the permitting process.

Essential Fish Habitat

Consultation for federally listed anadromous fish species, critical habitat or essential fish habitat with National Marine Fisheries Service is not necessary in accordance with legal requirements set forth under the Federal Endangered Species Act or the Magnuson-Stevens Fishery Conservation and Management Act of 1976. This consultation is not necessary because there are no waters suitable to anadromous fish within the ESL.

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?

Less Than Significant:

Wetlands and Other Waters

The ESL contains wetlands and other waters that are considered waters of the United States and Waters of the State that will be impacted by this project. Caltrans will obtain a 404 permit from the Sacramento District of USACE, a 401 permit from the Central Valley Water Board, and a 1602 LSAA from CDFW before discharging fill into or excavating within federally and state-regulated waters and wetlands.

Surveys for wetlands or other waters of the U.S. or State were performed during the 2021 field season. Canyon Creek runs parallel to SR 80, creating a riparian corridor. A potential wetland has been mapped near post mile 47.9

This project also proposes to extend, replace, and/or cured in place pipe (CIPP) lining multiple culverts and drainage systems. The culverts/drainage systems at PM 49.26 (extend), PM 48.43 (extend), PM 47.92 (CIPP and extend), and PM 45.12 (extend, replace, and CIPP) convey streams and will incur permanent and temporary impacts due to this project.

At PM 47.9, approximately 0.03 acre of potential wetland will be permanently impacted due to fill being placed to accommodate widening on the WB portion of SR 80. Additional impacts will occur at culvert locations as a result of RSP placement, however current design strategies have not clearly defined the amounts of impact fill that will occur. It is anticipated that impacts from RSP placement will be less than 0.10 acres.

Impacts to wetlands and waters of the US and State of less than 0.10 of an acre are considered to be less than significant under CEQA and do not necessitate permit driven purchase of credits through USACE's in-lieu-fee program.

Avoidance and Minimization Efforts for Wetlands and Other Waters

Implementation of the following avoidance and minimization efforts will ensure that the proposed project minimizes effects on Waters of the United States/Waters of the State, including wetland communities in and adjacent to the project area. Additional avoidance and minimization measures may be agreed upon during the future permitting phase.

Measure 1: Install Temporary High Visibility Fencing (THVF), Temporary High Visibility Silt Fencing (THVSF), and/or Flagging to Protect Sensitive Biological Resources

Prior to construction, Caltrans' contractor would install THVF, THVSF and/or flagging, as appropriate, along the perimeter of the work area adjacent to ESAs (i.e., wetlands, other waters, special status species habitat, and active bird nests). The fencing would be maintained throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during construction

would be repaired or replaced. SSP 14-1.02 THVF would be incorporated into the project specifications contract.

Measure 2: Conduct Mandatory Environmental Awareness Training for Construction Personnel

Before any work occurs in the project area, including grading and tree removal, a contractor supplied biologist (SSP 14-6.03D1) would conduct mandatory contractor/worker environmental awareness training for construction personnel. The awareness training would be provided to all construction personnel (contractors and sub-contractors) to brief them on the need to avoid effects on sensitive biological resources (i.e., wetlands, special status species, and nesting birds) in and adjacent to the project area and the penalties for not complying with applicable state and federal laws and permit requirements. The biologist will inform all construction personnel about the occurrence onsite, the importance of maintaining habitat, and the terms and conditions of all authorizing documents. Proof of this instruction will be submitted to Caltrans, and other agencies (i.e., CDFW, USFWS, and/or NMFS) as appropriate.

The environmental training will also cover general restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during project construction. General restrictions and guidelines that would be followed by construction personnel are listed below:

- Project-related vehicles and construction equipment will restrict off-road travel to the project area.
- Vegetation clearing and construction operations will be limited to the minimum necessary in the areas of temporary access work areas and staging.
- All food-related trash will be disposed of in closed, bear-proof containers and removed from the project area at least once a week during the construction period. If the bear-proof containers are not available, then food related trash will be removed from the project area daily. Construction personnel will not feed or otherwise attract wildlife to the project area.
- No pets or firearms will be allowed in the project area.

- To prevent possible resource damage from hazardous materials, such as motor oil or gasoline, construction personnel will not service vehicles or construction equipment outside of designated staging areas in the project area.
- The training will also include identifying the BMPs written into construction specifications for avoiding and minimizing the introductions and spread of invasive plants (SSP 14-6.05) and the rationale behind their implementation during project construction.

Measure 3: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Other Waters

Caltrans will comply with all applicable permit and certification conditions and will ensure the proper implementation of construction site BMPs, detailed in the SWPPP, to minimize or eliminate the introduction of construction-related contaminants and the mobilization of sediment in wetlands and other waters in, and adjacent to, the project area. Construction BMPs will be selected for the purpose of soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-stormwater management, and waste management practices. BMPs will be based on the best conventional and best available technology and will be implemented to the maximum extent practicable.

The SWPPP will specify that the extent of soil and vegetative disturbance will be minimized by control fencing or other means and that the extent of soil disturbance at any given time will be minimized. The SWPPP must be retained at the construction site. Caltrans will perform routine inspections of the construction area to verify that BMPs are properly implemented and maintained.

BMPs include, but are not limited to the following:

- Conduct all earthwork or foundation activities involving wetlands and other waters in dry season (this work window may vary depending on restrictions of special status species and on current weather conditions).
- Use only equipment in good working order and free of dripping or leaking engine fluids when working in and around drainages and wetlands. Perform all vehicle maintenance at least 300 feet from all water bodies. Conduct any

- necessary equipment washing where the water cannot flow into adjacent water bodies.
- Prohibit the following types of materials from being rinsed or washed into the shoulder areas: concrete, solvents and adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt and concrete saw slurry, and heavily chlorinated water.
 - Prevent discharge of turbid water into streams within and downstream of the ESL during any construction activities by filtering the discharge first using a filter bag, diverting the water to a settling tank or infiltration areas, and/or treating the water in a manner to ensure compliance with water quality requirements prior to discharging water to waterways.
 - Prevent discharge of concrete to aquatic habitat as concrete is being poured.
 - Dispose of any surplus concrete rubble, asphalt, or other rubble from construction at a local landfill.
 - Prepare and implement an erosion and sediment control plan for the proposed project. The SWPP for the proposed project will detail the type of measures and the allowable exposure of unprotected soils.

Caltrans will also obtain a Section 401 water quality certification from the Central Valley Water Quality Control Board and a 1602 LSAA from CDFW that may contain additional BMPs and water quality measures to ensure the protection of water quality.

All disturbed areas will be revegetated and restored to pre-construction conditions when feasible. A hydroseed mixture of native plants would be used for revegetation.

Although the project will have a less than significant impact, Caltrans will compensate for permanent project impacts on aquatic resources, in accordance with permitting requirements through Caltrans participation in the USACE's in-lieu fee program. However, final permit driven mitigation ratios will be determined by USACE's during the permitting process. The minimum ratio for aquatic resources will be 3:1 (3 acre of aquatic habitat credit for every 1 acre of impact) to ensure no net loss of aquatic habitat functions and values. However, final mitigation ratios will be determined by the USACE during the permitting process.

The final acreage of impact and compensation will be determined as part of the permitting phase of the proposed project. Caltrans will also implement the conditions and requirements of permits that will be obtained for the proposed project.

2.4.5 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?

Less Than Significant:

Animal Species

The project is in a rural development area with wildlife habitat adjacent to the project area. Wildlife crossing culvert locations were chosen within the ESL based on evidence of wildlife use, potential feasibility of constructing wildlife crossing culverts, and visual sightings. Cameras were placed in various locations to document wildlife movement between March 25, 2021, to December 6, 2021. Each location captured significant wildlife movement such as Gray Fox, Bobcat, Black Bear, Mountain Lion, and Mule Deer. Based on the data, it has been determined that two wildlife crossing culverts will be constructed near post miles 43.5 and 47.9 and have been included in the project scope. Therefore, the potential impact to wildlife movement will be less than significant.

2.4.6 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 a tree preservation policy or ordinance as none were identified within the project limits. Therefore, there is no impact.

2.4.7 Discussion of CEQA Environmental Checklist Question 2.4f)—Biological Resources

- f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

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

2.4.8 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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?				✓

The “No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Historic Property Survey Report, Archaeological Survey Report/Extended Phase I Report, and Historical Resource Evaluation Report, all completed in 2021.

2.5.1 Regulatory Setting

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

- California Historical Resources, PRC 5020 et seq.
- California Register of Historical Resources (CRHR), PRC 5024 et seq. (codified 14 CCR § 4850 et seq.)

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

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

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

2.5.2 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: Caltrans has determined that the project would not result in a significant adverse change to historic resources in the vicinity of the project. Therefore, there is no impact.

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

No Impact: The proposed project will not cause a substantial adverse change in the significance of archaeological resources. Therefore, there is no impact.

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

No Impact: As a result of the cultural studies, no burial sites were identified and there are no cultural resources within the project APE. Therefore, there is no impact.

2.5.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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 Air Quality and the Energy Analysis Report dated September 28, 2021.

2.6.1 Regulatory Setting

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

CEQA Guidelines Section 15126.2(b) and CEQA Guidelines Appendix F—Energy Conservation require an analysis of a project’s energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

2.6.2 Discussion of CEQA Environmental Checklist Question 2.6—Energy

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

No Impact: The proposed project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption

of energy resources during project construction or operation. 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.

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

No Impact: The project will not conflict with state or local plans for renewable energy or energy efficiency. Therefore, there is no impact.

2.6.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7 Geology and Soils

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p style="padding-left: 20px;">i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>				✓
<p style="padding-left: 20px;">ii) Strong seismic ground shaking?</p>				✓
<p style="padding-left: 20px;">iii) Seismic-related ground failure, including liquefaction?</p>				✓
<p style="padding-left: 20px;">iv) Landslides?</p>				✓
<p>Would the project:</p> <p>b) Result in substantial soil erosion or the loss of topsoil?</p>			✓	
<p>Would the project:</p> <p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>				✓
<p>Would the project:</p> <p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>				✓
<p>Would the project:</p> <p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>				✓

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

The “Less Than Significant Impact” and “No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and the California Geological Surveys maps, U.S Geological Survey Landside Inventory, Department of Conservation/Caltrans Highway Corridor Landslide Hazard Mapping program, California Geological Survey, Visual Impact Assessment, and the District Preliminary Geotechnical Report.

2.7.1 Regulatory Setting—Geology and Soils

The primary laws governing geology and soils include:

- Historic Sites Act of 1935, 16 USC 461 et seq.
- CEQA, California Public Resources Code (PRC) 21000

2.7.2 Environmental Setting—Geology and Soils

The project site lies in the Sierra Nevada physiographic province of California. The Sierra Nevada, along with most of western North America, is composed of accreted terranes of Paleozoic and Mesozoic age. Many of these terranes originated far from North America and have complex histories of amalgamation and rotation. They are mostly fragments of oceanic island arc complexes and include carbonate platforms, deep marine clastics, and small cratonal fragments

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

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

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

No Impact:

a) i: The proposed project is not located within an Alquist-Priolo Earthquake Fault Zone, nor is it located 1000 feet from any Holocene or younger aged fault. Therefore, the proposed project or the structures within the project limits are susceptible to fault rupture hazards. Therefore, there is no impact.

ii Strong seismic ground shaking?

No Impact:

a) ii: Based on the Foundation Report for Crystal Springs OC (Replace; December 6, 2019), Revised Foundation Report for Baxter OC (Replace; December 6, 2019), Revised Foundation Report for Drum Forebay Road OC (Replace; December 6, 2019), and Preliminary Foundation Report for Retaining Walls near Baxter OC and Drum Forebay OC, the time-average shear wave-velocity (V_{s30}) for the upper 30 meters (100 ft) of soil at the four representative sites was obtained.

The Horizontal Peak Ground Acceleration (HPGA) is the ground motion at the four sites with a 5% probability of exceedance in 50 years (return period = 975 years). The Caltrans web-based tool ARS Online v3.0.2 was utilized to determine the HPGA, Mean Moment Magnitude, and Mean Site-to-Fault Source Distance. Adjustments for site conditions and near fault effects were implemented when applicable.

The proposed project would not cause potential substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking. Therefore, there is no impact.

iii Seismic-related ground failure, including liquefaction?

No Impact:

a) iii: Based on a subsurface investigation performed by Geotech, localized loose sandy layers were encountered above the sedimentary rock formation. Because the groundwater level is assumed to be at creek level, similar to the sedimentary rock formation, the loose sandy layers are not likely to be fully saturated. Furthermore, the sloping gradient of the project site seeps out any surface water or stormwater, preventing the loose sandy layers from becoming fully saturated. Liquefaction or lateral spreading is considered insignificant for the localized loose sandy layers.

The proposed project would not cause substantial adverse effects, including the risk of loss, injury, or death due to seismic-related ground failure, including liquefaction. Therefore, there is no impact.

iv Landslides?

No Impact:

a) iv: 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. Therefore, there is no impact.

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

Less Than Significant: Due to earth-moving activities having the potential to cause soil erosion or loss of topsoil during construction, construction site BMPs will be implemented to reduce the amount of erosion and topsoil loss. The project would have a less than significant impact from soil erosion and the loss of topsoil.

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

No Impact: The project is not located on a geologic unit or soil that is unstable or would become unstable because of the project according to the California Geological Survey. Therefore, no impact would occur to unstable geologic condition.

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

No Impact: Soil compaction or expansion coefficient will be determined in the final geotechnical study and used to determine compaction requirements set in the construction standards. No substantial risk to life or property is anticipated regarding expansive soils. Therefore, there is no impact.

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

No Impact: The project would not include a septic system or alternative wastewater disposal systems. There would be no impact to wastewater disposal systems because of the project.

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.7.4 Regulatory Setting—Paleontological Resources

Several sections of the California Public Resources Code protect paleontological resources, including Sections 5097.5 and 30244.

2.7.5 Environmental Setting—Paleontological Resources

Paleontological resources are fossils: the remains or traces of prehistoric life preserved in the geological record. They range from the well-known (e.g., dinosaur and mammoth bones) to the obscure but scientifically important (e.g., mollusks, plant remains, trace fossils, microfossils). Such resources are considered important because of the potential for fossil remains to contribute to science, including our understanding of climate change and its effect on ecosystems and species.

2.7.6 Discussion of CEQA Environmental Checklist Question 2.9f)—Paleontological green resources

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

Less Than Significant: Project-related excavation is unlikely to encounter vertebrate fossils as very few vertebrate fossils have been found within 15 miles of the project corridor. Project-related excavation is also unlikely to encounter recoverable plant fossils.

Eocene river deposits in the Sierra Nevada are termed the Auriferous Gravels; these paleoplacers were a major source of gold and likely were also a major source for the modern placer deposits. This approximately 400-foot-thick gravel formation may contain a claystone layer that is a maximum of 3 feet high. This claystone layer is also known as chocolate shales and contains abundant plant fossils. Sensitivity is high for portions of this formation that contain the claystone layer. However, the claystone layer was not observed in local exposures of auriferous gravel during fieldwork.

Although a small portion of the project is sensitive for paleontological resources, it is also indicated there is no evidence of the formation within the project area. In addition, the project activities at that location does not have the potential to affect paleontological resource; therefore, a Paleontological Mitigation Plan and mitigation measures were deemed unnecessary by the project development team.

2.7.7 Avoidance and Minimizations Measures

The following measures are recommended:

- Prior to working anywhere in the Project site, construction personnel will be provided with paleontological resources awareness training.

A Qualified Paleontologist would be made aware of the excavation schedule and remain on call during the construction period if an unanticipated paleontological discovery is made.

2.7.8 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

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?			✓	

2.8.1 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 (IPCC), 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. However, the research of the IPCC and other scientists attribute an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

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

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy in addressing climate change is to reduce GHG emissions. Additional strategies are necessary to reduce and adapt to

these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this proposed transportation project.

2.8.2 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 2019). 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 (CAFÉ) 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 Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers and sets related GHG emissions standards under the Clean Air Act (CAA). 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, which raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. This rulemaking revised lower emissions standards which had been previously established for model years 2021 through 2026 in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part Two in June 2020. The updated standards will result in avoiding more than 3 billion tons of GHG emissions through 2050 (U.S. EPA 2021a).

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 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 on 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}).²

² GHGs differ in how much heat each trap in the atmosphere (called global warming potential or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂,

Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure 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 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 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.

EO N-19-19 (September 2019): Advances California's climate goals, in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs the CARB to encourage automakers to

using a metric called "carbon dioxide equivalent" (CO_{2e}). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

produce more clean vehicles, formulate ways to help Californians purchase them, and proposes strategies to increase demand for zero-emission vehicles.

2.8.3 Environmental Setting

The proposed project is in a rural, unincorporated area of Placer County northeast of the community of Gold Run and west of the community of Forebay. Development within and adjacent to the project limits is west of the community of Forebay. Development within and adjacent to the project limits is limited to rural residences, and a few commercial properties such as the Dutch Flat RV Resort. I-80 is designated as part of the “National Network” for trucks and as the primary east-west route in California, serving interregional and interstate travel. This segment of the I-80 corridor within the project limits also serves heavy tourist traffic to/from Tahoe Region from Sacramento and surrounding cities. Traffic within the project limits experiences substantial delays, resulting from the slowdown of heavy truck traffic on the mainline. This results in rear-end collisions and loss of level of service. The Sacramento Area Council of Governments (SACOG) guides transportation development in the project area, in coordination with the Placer County Transportation Planning Agency (PCTPA). The Placer County General Plan Circulation, Safety, and Traffic Elements address GHGs in the project area.

GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period, 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. 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. The 1990–2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO₂, 10 percent were CH₄, and 7

percent were N₂O; the balance consisted of fluorinated gases. CO₂ emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown in Figure 3, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021b, 2021c).

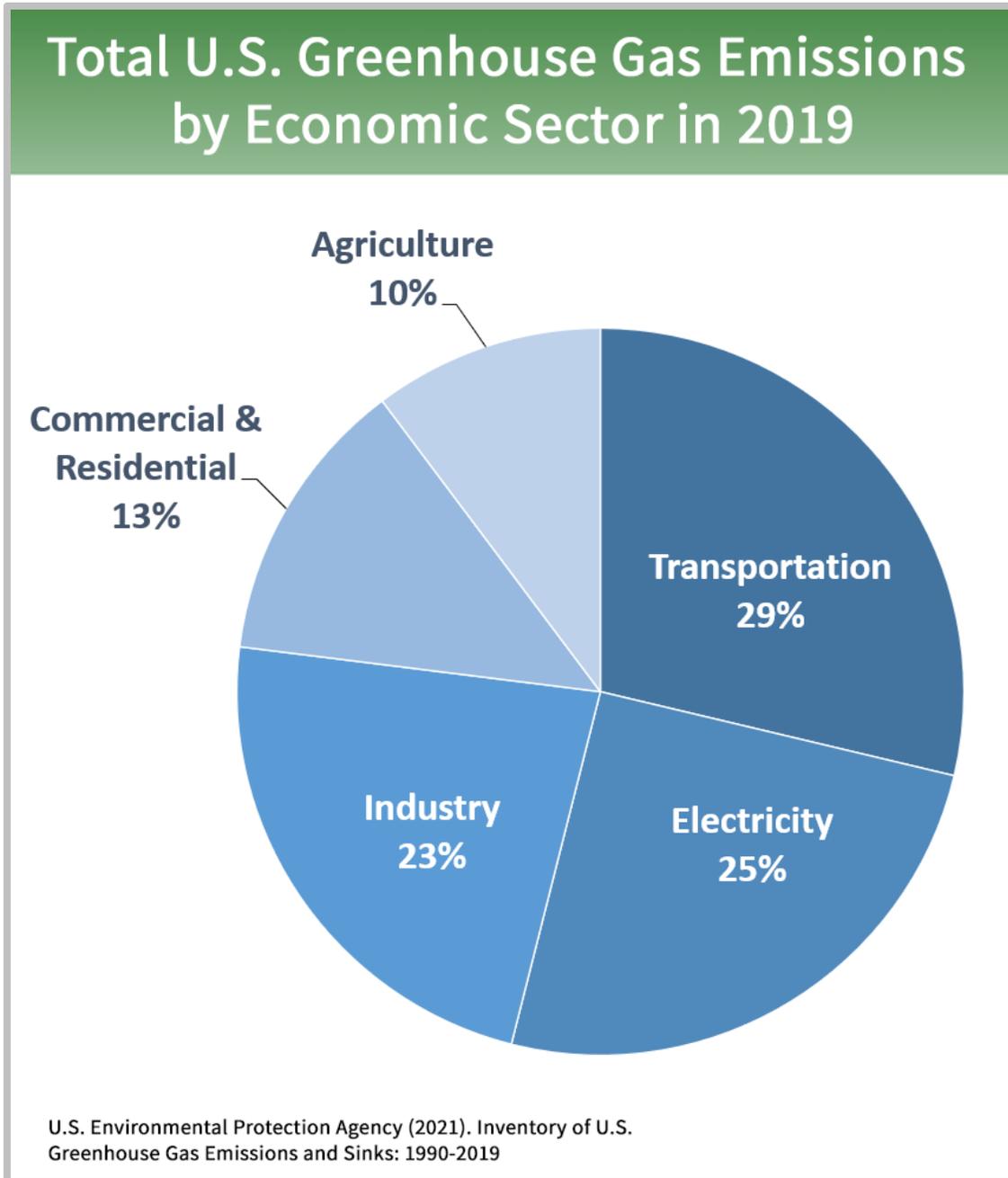


Figure 3. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021d)

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 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 MMTCO_{2e} in 2019, a reduction of 7.2 MMTCO_{2e} since 2018 and almost 13 MMTCO_{2e} below the statewide 2020 limit of 431 MMTCO_{2e}. The transportation sector (including intrastate aviation and off-road sources) was responsible for about 40 percent of direct GHG emissions, a 3.5 MMTCO_{2e} decrease from 2018 (Figure 4). Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figure 5) (CARB 2021a).

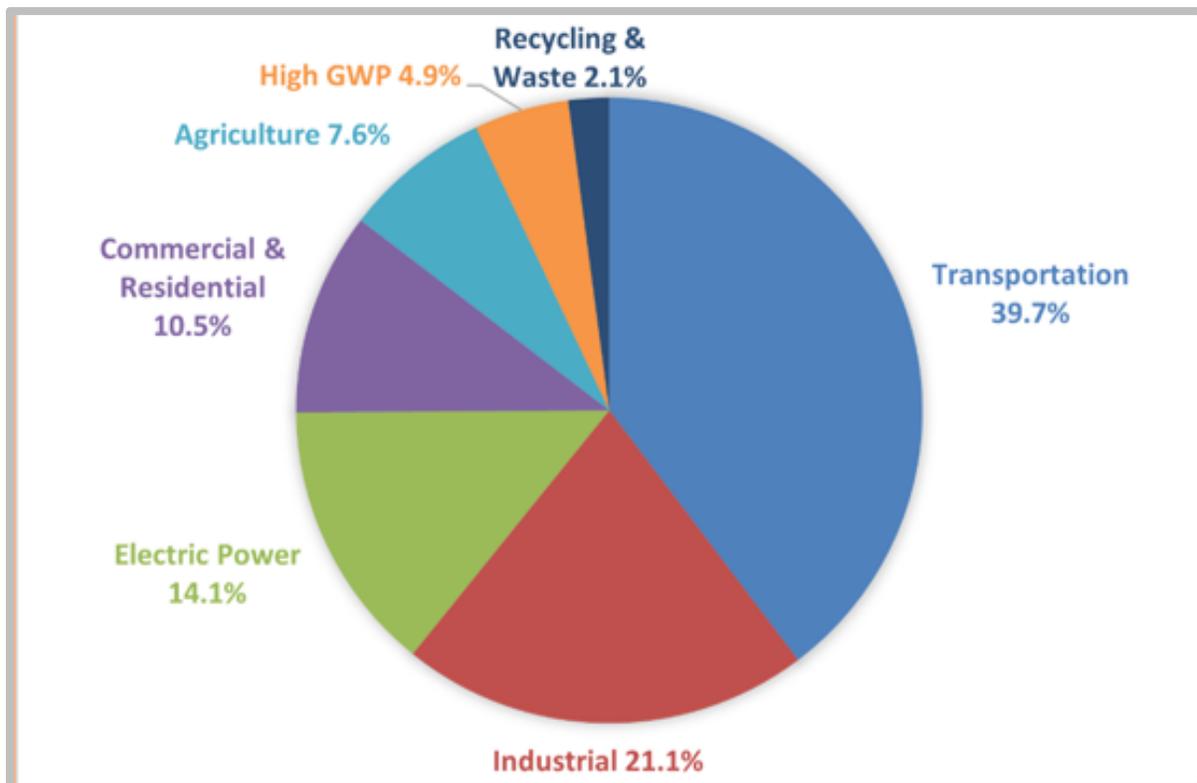


Figure 4. California 2019 Greenhouse Gas Emissions by Economic Sector (Source: CARB 2021a)

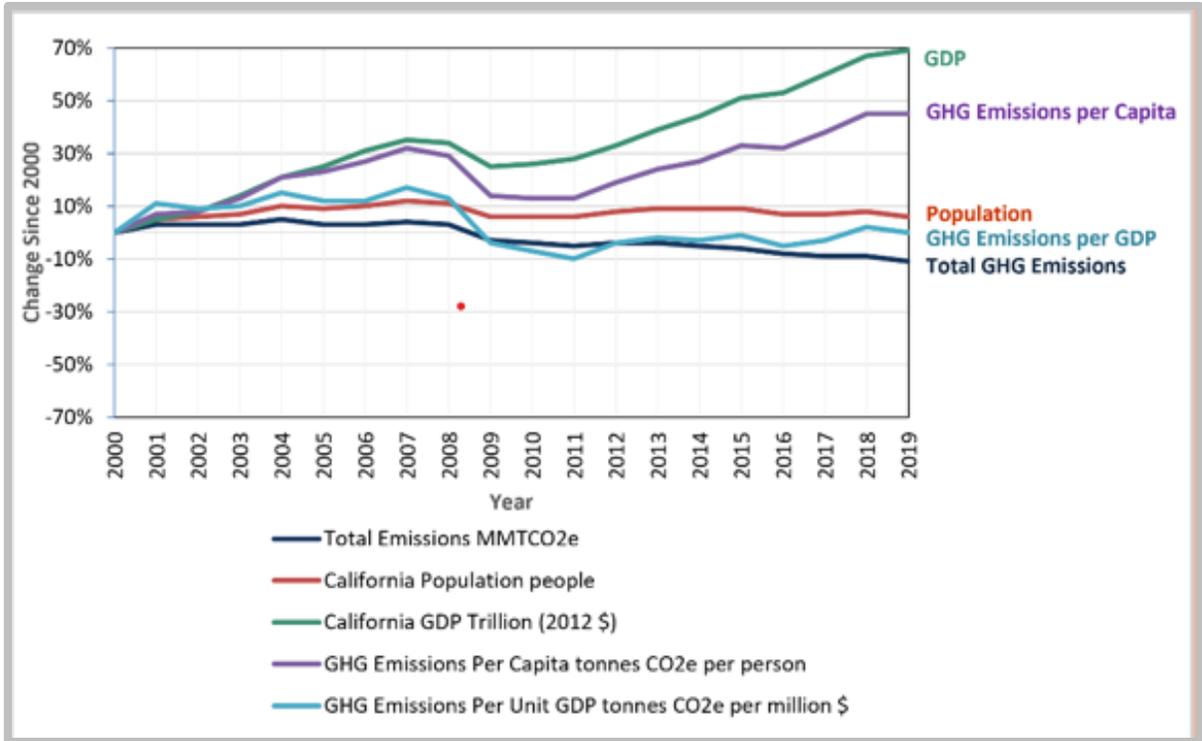


Figure 5. Change in California Gross Domestic Product, Population, and Greenhouse Gas Emissions since 2000 (Source: CARB 2021a)

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 AB 32 Scoping Plan, and the subsequent updates, contain the main strategies California will use to reduce GHG emissions.

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 SACOG’s 2020 RTP/SCS. The regional reduction target for SACOG is 19 percent by 2035 (CARB 2021b).

Table 2. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<p>2040 Regional Transportation Plan</p> <p>Final 2040 Regional Transportation Plan</p>	<p>Increasing the availability of a variety of land uses and densities that support the attractiveness of active transportation and transit.</p> <p>Increasing the capacity of existing roadways and interchanges.</p> <p>Promoting commute alternatives that remove vehicles from the road (e.g., telecommuting, bicycling, transit); and,</p> <p>Implementing bypasses that move traffic around congested areas and/or new roadways that connect growing residential areas to jobs.</p>
<p>Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy</p>	<p>Transit oriented development</p> <p>Complete Streets</p> <p>Innovative transportation demand management (TDM) programs</p> <p>Build and maintain a safe resilient and multimodal transportation system</p> <p>Implement pilot projects aimed at micro transit and micro mobility</p>
<p>Placer County Air Pollution Control District Planning & Monitoring Sustainability</p>	<p>Improve the air quality in the Placer County Region by obtaining Ambient Air Quality Standards for public health</p> <p>Reduce greenhouse gas (GHG) Emissions by monitoring facilities and verifying compliance to meet AB32 goals</p> <p>Reduce particulate matter and improve outdoor air quality from wood burning appliances</p> <p>Reduce criteria air pollutants from mobile sources and other non-regulated sources</p>

	<p>Fund projects that cost-effectively achieve nitrogen oxide (NOx), reactive organic gas (ROG), and diesel particulate matter (DPM) emission reductions from on and off-road motor vehicles, area-wide and stationary sources that are not required by law to reduce their emissions</p> <p>Assist the six county Sacramento Federal Ozone Non-Attainment Areas in attaining health based ambient air quality standards</p> <p>Assist the Sacramento Federal Ozone Non-Attainment Area in meeting transportation conformity determinations required by the Clean Air Act</p>
Placer County Air Pollution Control District	<p>Goal 1: Achieve and maintain air quality standards for public health and environmental protection</p> <p>Goal 2: Promote climate action/energy conservation strategies</p> <p>Goal 4: Promote Sustainable Growth</p>

2.8.4 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 CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

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

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

Operational Emissions

The purpose of the proposed project is to improve safety, reliability, and freight mobility in the mountain segment of I-80. Proposed improvements will reduce traffic delays and improve mobility along this corridor. Operational emissions consider the long-term changes in emissions due to the project. The emissions of ROG, CO, and NO_x on the future build and no-build alternatives would be lower than those in the existing condition.

The proposed project will not worsen air quality/operational emissions based on the following:

- The project will have no impact on the percentage of vehicles operating in cold start mode.

- The proposed project would not increase AADT between build and no-build alternatives.
- The proposed project would not worsen traffic flow due to the construction of truck climbing lanes.

Construction Emissions

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

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 2023 and last approximately 240 working days. Construction emissions were estimated using the latest Caltrans Model, CAL-CET2021. Construction related emissions for the proposed project are present in Figure 6. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Phases	Emissions	PM ₁₀ (tons)	PM _{2.5} (tons)	CO (tons)	NO _x (tons)	ROGs (tons)	CO ₂ (tons)
Land Clearing/Grubbing		0.420	0.060	0.271	0.292	0.047	75
Roadway Excavation/Removal		0.598	0.234	2.431	2.548	0.384	571
Structural Excavation/Removal		0.407	0.048	0.079	0.126	0.023	38
Base/Subbase/Imported Borrow		0.590	0.226	2.471	2.379	0.356	525
Structure Concrete		0.045	0.044	0.495	0.702	0.139	177
Paving		0.096	0.094	0.622	1.300	0.180	279
Drainage/Environment/Landscaping		0.079	0.077	0.510	0.967	0.156	203
Phases	Emissions	PM ₁₀ (tons)	PM _{2.5} (tons)	CO (tons)	NO _x (tons)	ROGs (tons)	CO ₂ (tons)
Traffic Signalization/Signage/Striping/Painting		0.057	0.056	0.879	0.979	0.131	455
Project Total (tons)		2.292	0.839	7.758	9.293	1.416	2,323

Figure 6. Construction Emissions for Roadways

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

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will 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.

2.8.5 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 2022).

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

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 is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency [Cal EPA] 2015).

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

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use

existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and, in particular, low-income, disadvantaged, and vulnerable communities. To support this order, the California *Natural Resources Agency released Natural and Working Lands Climate Smart Strategy Draft* for public comment in October 2021.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016) set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Investments

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

California Transportation Plan

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

efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiatives

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 greenhouse gas emissions and potential climate change impacts from the project.

- The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- Rule 228 (Fugitive Dust Emissions) in the list of current rules, PCAPCD will be applied within the proposed project area to reduce ambient concentrations and limit fugitive emissions for fine particulate matter from construction activities.

- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential, and park uses as practicable. Construction areas will be kept clean and orderly.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.
- 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.

2.8.6 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 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).

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. FHWA has developed

guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

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

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) 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 in the Coastal Zone. Major urban airports will be at risk of flooding from sea level rise, combined with storm surge, as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

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 *Draft 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 2021).

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 the 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

Higher temperatures lead to dryer conditions because of increasing evaporation and plant stress. With an increase in the number of dry days, California is currently experiencing severe droughts. There is also a high risk for increased participation on very wet days, therefore, California will see an increase in flooding caused by large storms and climate change.

There are multiple culverts in poor condition within the project limits. This project proposes to rehabilitate poor condition culverts. The project also proposes to add down drains or rock slope protection (RSP) at certain locations to reduce erosion during extreme rainfall events. Project work would also stabilize slopes to lower chances of landslide on slopes at-risk from more frequent or intense wildfire and precipitation. The proposed project will improve drainage systems to reduce the risk of localized flooding. Accordingly, the project would be resilient to future changes in precipitation and flooding.

Wildfire

The project is located in state and local responsibility areas of high-fire hazard, as indicated in the CalFire Hazard Severity Zone mapping tool. Two GHG emissions scenarios are used in forecasting the risk of wildfire exposure. Representative Concentration Pathway (RCP) 4.5 scenario assumes that global annual GHG emissions will peak around year 2040 and then begin to decline. RCP 8.5 scenario assumes that high GHG emissions will continue through the end of the century, and extended outlooks for RCP assume constant emissions after 2100 as well.

The proposed culvert replacement work would include drainage restoration to pre-failure condition, which would reduce the risk of flooding, slope instability, and landslides if future wildfires were to occur and leave slopes exposed.

Caltrans Standard Specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction (Caltrans 2018). The project is therefore expected to be resilient to the risk of wildfire.

Temperature

When it comes to the State Highway System, fluctuations in temperature can affect the choice of pavement materials, design of foundations and retaining walls. The proposed project would preserve the roadway by replacing section of pavement in fair and poor condition, as well as construct a 12-foot shoulder, HMA/JPCP truck climbing lane and a standard 10-foot shoulder.

Asphalt overlays of different specifications are often used to prolong roadway life. They can be used as short-term actions to increase this segment of I-80's resilience to temperature effects.

2.9 Hazards and Hazardous Materials

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

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 June 28, 2021.

2.9.1 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.

2.9.2 Environmental Setting

The proposed project while not located within or impacting any sites on the Cortese list, is in an area where there is a likelihood of contamination within the ESL. This project includes work on existing structures which may contain low levels of aerielly deposited lead, thermoplastic paint containing lead, and treated wood waste.

2.9.3 Discussion of CEQA Environmental Checklist Question 2.9— Hazards and Hazardous Materials

- a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact: This proposed project would not create a significant hazard to the public. Minor hazardous waste issues that may be or

are confirmed at the project location are aerially deposited lead, thermoplastic paint, and treated wood waste.

Low levels of aerially deposited lead from the historic use of leaded gasoline exists along roadways throughout California. Prior to construction a site investigation will be conducted to determine if hazardous soils exist and what actions, if any, will need to occur during construction.

Thermoplastic paint may contain lead of varying concentrations depending upon color, type, and year of manufacture. Traffic stripes will be removed and disposed of in accordance with Caltrans' Standard Specification and Provision Section 36-4 "Residue Containing High Lead Concentration Paints", which will also require a Lead Compliance Plan.

Hazardous chemicals are known to exist in treated wood posts associated with metal beam guardrail. If treated wood posts are removed, they would be disposed of in accordance with Standard Special Provision 14-11.14.

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 Impact: The proposed project would have a less than significant impact on public exposure to hazards. The project features mentioned above would be implemented if appropriate, and impacts would be further reduced.

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?

No Impact: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

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

No Impact: There are no Cortese Sites located within the project area. There is no impact to Cortese Sites.

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

No Impact: The project would not expose people to additional airport-related hazards, due to the nature of the work. Therefore, the project would have no impact related to airport hazards.

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

No Impact: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, there is no impact.

- g) ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact: The proposed project would not exacerbate existing risks associated with wildfire caused by highway users. Standard construction specifications for equipment idling and fuel storage during construction are intended to minimize the risk associated with their use.

2.9.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>			✓	
<p>Would the project:</p> <p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>			✓	
<p>Would the project:</p> <p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>(i) result in substantial erosion or siltation on- or off-site;</p>			✓	
<p>(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</p>			✓	
<p>(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</p>			✓	
<p>(iv) impede or redirect flood flows?</p>				✓
<p>Would the project:</p> <p>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>				✓
<p>Would the project:</p> <p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>			✓	

The “No Impact” and “Less Than Significant” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Water Quality Assessment dated February 28, 2022 and Hydraulic studies.

2.10.1 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 (CFG) Sections 1600–1607
- State Porter-Cologne Water Quality Control Act, § 13000 et seq.

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

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

Less Than Significant: Construction-related activities would result in surface disturbances with the potential to violate water quality standards and WDRs if sediment or contaminant-laden runoff from work areas enters storm drains or other pathways leading to receiving waters. However, it is anticipated that the project will be regulated under the Construction General Permit (CGP) and appropriate compliance measures will be implemented to avoid discharges and potential water quality threats within the project area. As an example, compliance with the CGP requires a risk level analysis based on the project’s potential erosion and transport to receiving waters. The results of this analysis will be utilized to determine standard water quality protection measures (to be implemented) in order to avoid surface and ground water quality degradation during construction operations. It is anticipated that BMP usage, placement, field implementation and effectiveness will be monitored, adjusted, and modified (accordingly) for the duration of the project. Compliance with all applicable NPDES Permits, in addition to coordination with the Regional Water Quality Board, is expected to ensure the protection of water resources in the area.

For projects having 1 acre or more of new impervious area, Caltrans' MS4 Permit requires the implementation of storm water design features and a strategy to treat runoff and manage impervious and pervious areas within the project limits. Specific design features will be vetted, and storm water related decisions made will be documented within project design and environmental technical studies.

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 intended use of the facility and potential pollutants that will be encountered in storm water runoff, after the project is constructed, is not anticipated to change from its current condition. The groundwater elevation within this corridor historically fluctuates but is not anticipated to permanently impact proposed drainage appurtenances, storm water treatment, or other design features. Additionally, due to excavation occurring on a temporary and short-term basis during the construction period, groundwater resources should not be affected, and it is not anticipated that the project would negatively impact regional sustainable groundwater management (within the project vicinity).

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

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

Less Than Significant: Compliance with the Construction General Permit (GCP) is anticipated to address the implementation of minimization and avoidance measures. It is expected that standard construction erosion control measures will be utilized to avoid erosion and siltation for the duration of project activities. BMP measures and field implementation strategies will be outlined in the contractor prepared and Caltrans approved SWPPP. These will likely include temporary soil stabilization measures, linear sediment barriers (i.e., silt fence, gravel bag berms, fiber rolls), and construction site waste management (i.e., concrete washout, construction materials storage, litter/ waste management) among other approved controls.

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

Less Than Significant: It is anticipated that drainage system design will focus on perpetuating existing highway drainage conditions to the greatest extent feasible. New drainage features will be designed to perpetuate flow in the existing direction and will have similar or greater capacity than what currently exists in support of current design standards and the proposed design features for the project.

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

Less Than Significant: Drainage additions, within the project limits, will be designed to accommodate the anticipated change in flow. In compliance with Caltrans' MS4 Permit, treatment BMPs will be incorporated into the project design, where applicable and feasible, to treat the new impervious area anticipated for the project. The implementation of BMPs meant to treat general pollutants will be evaluated and an analysis of site characteristics to optimize water quality volume/water quality flow and maximize site perviousness will be performed.

iv impede or redirect flood flows?

No Impact: The proposed project would not impede or redirect flood flows. Therefore, there is 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. Therefore, there is no impact. .

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

No Impact: The proposed project does not conflict with or obstruct implementation of any water pollution control plan or sustainable groundwater management plan. Therefore, there is no impact.

2.10.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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.

2.11.1 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 will improve the safety, reliability, and freight mobility in this area for the traveling public. The project is in a rural mountainous area of Placer County on I-80. The project will not physically divide an established community. Therefore, there is no impact.

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

No Impact: The proposed project will 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. The proposed project will comply with the stated goals of the Placer County General Plan and the Placer County Transportation Plan.

2.11.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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?				✓

The “No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and the mineral resource maps from the California Department of Conservation.

2.12.1 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 limit that would be affected by the proposed project. Mineral resource extraction is not proposed with this project. Therefore, there would be no impact to mineral resources.

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

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

2.12.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.13 Noise

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

The “No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Noise Study Report dated March 2022.

2.13.1 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: Field investigations were conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Within the vicinity of the project are residences, a Dutch Flat RV Resort, commercial land use and undeveloped land that are not permitted. Although all developed land uses are evaluated in this analysis, noise abatement is only

considered for areas of frequent human use that would benefit from a lowered noise level. The predicted noise levels will not approach or exceed the noise abatement criteria.

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

No Impact: The proposed project is not expected to generate excessive ground borne vibration or ground borne noise. Vibration levels could be perceptible and cause disturbances at residences near the project during operation of heavy equipment. However, these effects would be short-term and intermittent and would cease once construction is completed.

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.

2.13.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.14 Population and Housing

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

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

2.14.1 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. Therefore, there would be no impact to the displacement of housing or people.

2.14.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Would the project:</p> <p>a) 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:</p> <p>Fire protection?</p>			✓	
Police protection?			✓	
Schools?			✓	
Parks?			✓	
Other public facilities?			✓	

The “No Impact” and “Less Than Significant” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to public services are not anticipate.

2.15.1 Regulatory Setting

The primary law governing public services is CEQA.

2.15.2 Environmental Setting

The project is in Placer County, East of the town of Gold Run and west of Blue Canyon. The surrounding area is rural forested with sporadic residential use and businesses use.

2.15.3 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?

Less Than Significant: Caltrans is aware that any roadway construction project related vehicles and activities could have the potential to temporarily interfere with safe access during construction. To maintain fire emergency access through construction, Caltrans will coordinate any road closures with emergency service providers so that response times would not be substantially affected.

Police protection?

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

Schools?

Less Than Significant: The nearest school to the proposed project is the Alta – Dutch Flat Union Elementary school. Increased demand for public school services is typically associated with increases in the local population or demand for housing. The proposed project would not directly or indirectly result in an increase in population.

Parks?

No Impact: The proposed project would not result in adverse physical impacts or cause significant environmental impacts to neighborhood parks, regional parks, or other recreational facilities.

Other public facilities?

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

2.15.4 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.16 Recreation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) 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?				✓
Does the project: b) 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.

2.16.1 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 would not increase the use of existing neighborhood parks, regional parks, or other recreational facilities. No neighborhood parks, regional parks, or other recreational facilities are present within the project limits. Therefore, there is 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: The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities present within the project limits. Therefore, there is no impact.

2.16.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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.

2.17.1 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).

2.17.2 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 the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, there is no impact.

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

No Impact: The proposed project would not conflict or be inconsistent with CEQA guidelines section 15064.3 subdivision. Therefore, there is no impact.

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

No Impact: 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 substantially increase hazards due to a geometric design feature or incompatible uses.

d) Would the project result in inadequate emergency access?

No Impact: The proposed project would not result in inadequate emergency process. 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.

2.17.3 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.18 Tribal Cultural Resources

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

The “No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and cultural resources studies including consultation with local Native American Tribes.

2.18.1 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 will 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). Through consultation, no tribal resources were identified within the project limits. Therefore, the project would have 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: The project will not cause a substantial adverse change in the significance of a tribal cultural resource determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources set forth in subdivision (c) of Public Resources Code Section 50421.1. Therefore, there is no impact.

2.18.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.19 Utilities and Service Systems

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

The “No Impact” and “ Less Than Significant Impact “determinations in this section are based on the scope, description, and location of the proposed project.

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 project would re-locate and/or replace utilities as needed in such a manner as to avoid environmental impacts.

- 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?***

Less Than Significant: The proposed project would not require any water during operation. During construction, water would only be used for dust control along the project corridor. Due to the minimal amount of water that would be required for dust control, the impact on the existing water supply would be less than significant.

- 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?***

Less Than Significant: No wastewater would be generated by the project. If dewatering is necessary in areas where groundwater is encountered, depending on surface and groundwater levels at the time of construction, a permit for discharge of extracted groundwater would be obtained from the RWQCB. This discharge shall be consistent with RWQCB requirements and as such would not result in a violation of water quality standards or waste discharge requirements.

- 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?***

Less Than Significant: Construction of the proposed project would generate some waste material. The amount of construction related waste would not be substantial, be limited to the construction period and would not result in substantial reduction in the capacity of a landfill. Asphalt, concrete, trenching spoils and other excavated material would be reused on-site to the greatest extent feasible.

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

No Impact: The proposed project would comply with all Federal, State, and Local statutes and regulations related to solid waste. Therefore, there would be no impact.

2.19.1 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the project.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>If located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones, would the project:</p> <p>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>				✓
<p>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?</p>				✓
<p>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?</p>				✓
<p>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?</p>				✓

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection 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.

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

2.20.1 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?*
- 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?*

(a-d) No Impact: CalFire's Fire Hazard Severity Zone mapping tool displays the project area exposed to wildfire concern. I-80 in the project area is considered exposed roadway in an area with a high level of concern for wildfire. While the project area is close to the Local Responsibility Area and within the State Responsibility Area for Wildfire, the project would not have an impact on wildfire due to the following reasons:

- Caltrans would develop a transportation management plan that would be consistent with local emergency and evacuation plans.
- The addition of wider shoulders, median and additional travel lanes would increase the width of the road as a firebreak and provide additional areas for emergency response vehicle staging.
- The project would reduce congestion and travel delay which would decrease emergency response time.

- The project would be constructed on the existing alignment and within an undeveloped developed area with no new infrastructure development proposed.
- Traffic Management Systems, including Changeable Message Signs, will provide critical information during an emergency and can be used to alert the public during times of high fire danger.
- Caltrans 2018 revised Standard Specification 7-11.02M (2) mandates fire prevention procedures during construction, including a fire prevention plan.

2.20.2 Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, mitigation measures have not been proposed for the 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?				✓

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

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

The “No Impact”, and “Less Than Significant” determinations are based on the Natural Environmental Study, which was completed by a qualified Caltrans biologist in March of 2022. The proposed project does not have the potential to degrade the quality of the environment. The studies and conclusions reached in Section 2.4 support a less than significant determination.

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

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

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

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



Chapter 3 Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings and interagency coordination. 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.

3.1 Coordination with Resource Agencies

Table 3. Agency Coordination and Professional Contacts

Date	Personnel	Notes
6/23/21	Jennifer Greslik and Ian Boyd CDFW	Email communication regarding project and wildlife crossings
6/25/21	Jennifer Greslik and Sara Holm CDFW	Email communication regarding wildlife crossings
7/6/21	Jennifer Greslik, Sara Holm and Ian Boyd CDFW	Email communication regarding wildlife crossings

3.2 Circulation

The Initial Study Negative Declaration will be made available for public and agency review and comment for 30 days from June 10, 2022 – July 9, 2022. Caltrans ensured that the document was made available to all appropriate parties and

agencies including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources, which may be affected by the project, 4) public. The document was made available online at <https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs>. Additional copies of the document are available at the Colfax Library 10 Church Street, Colfax, CA 95713, Caltrans District 3 Office, and is available to send via postal mail by submitting a request to either the project email address at Monte.Vista@dot.ca.gov or the project postal address as follows:

California Department of Transportation
Environmental Management, M-3 Branch
703 B Street, Marysville, CA 95901
Attn: Monte Vista Pavement Rehabilitation

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

Cara Lambirth	Senior Environmental Planner – Contribution: Environmental Branch Chief
Dung Sy	Project Engineer – Contribution: Project Design
Tracy Robinson	Associate Environmental Planner/Coordinator – Contribution: Document Writer
Julia Prince-Buitenhuys	Associate Environmental Planner/Archaeology – Contribution: Historical Properties Survey Report
Erick Wulf	Associate Environmental Planner/Paleontology – Contribution: Paleontological Identification Report
Jennifer Greslik	Associate Environmental Planner/Project Biologist – Contribution: Natural Environmental Study
Youngil Cho	Air Specialist -- Contribution: Air and Greenhouse Gas Emission Analysis
Saied Zandian-Jazi	Noise Specialist – Contribution: Noise Study Report
Mark Melani	Hazardous Waste Specialist – Contribution: Initial Site Assessment
Sean Cross	Water Quality Specialist – Contribution: Water Quality Report
Julia Riggins	Landscape Architect – Contribution: Visual Impact Assessment



Chapter 5 Distribution List

Federal and State Agencies

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

Fish & Game Region
1416 9th Street, 12th Floor
Sacramento, CA 95814

Regional Water Quality Control Board
11020 Sun Center Drive, #200
Rancho Cordova, CA 95670

Regional/County/Local Agencies

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

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

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

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

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

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

Utilities, Service Systems, Businesses, and Other Property Owners

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



Chapter 6 References

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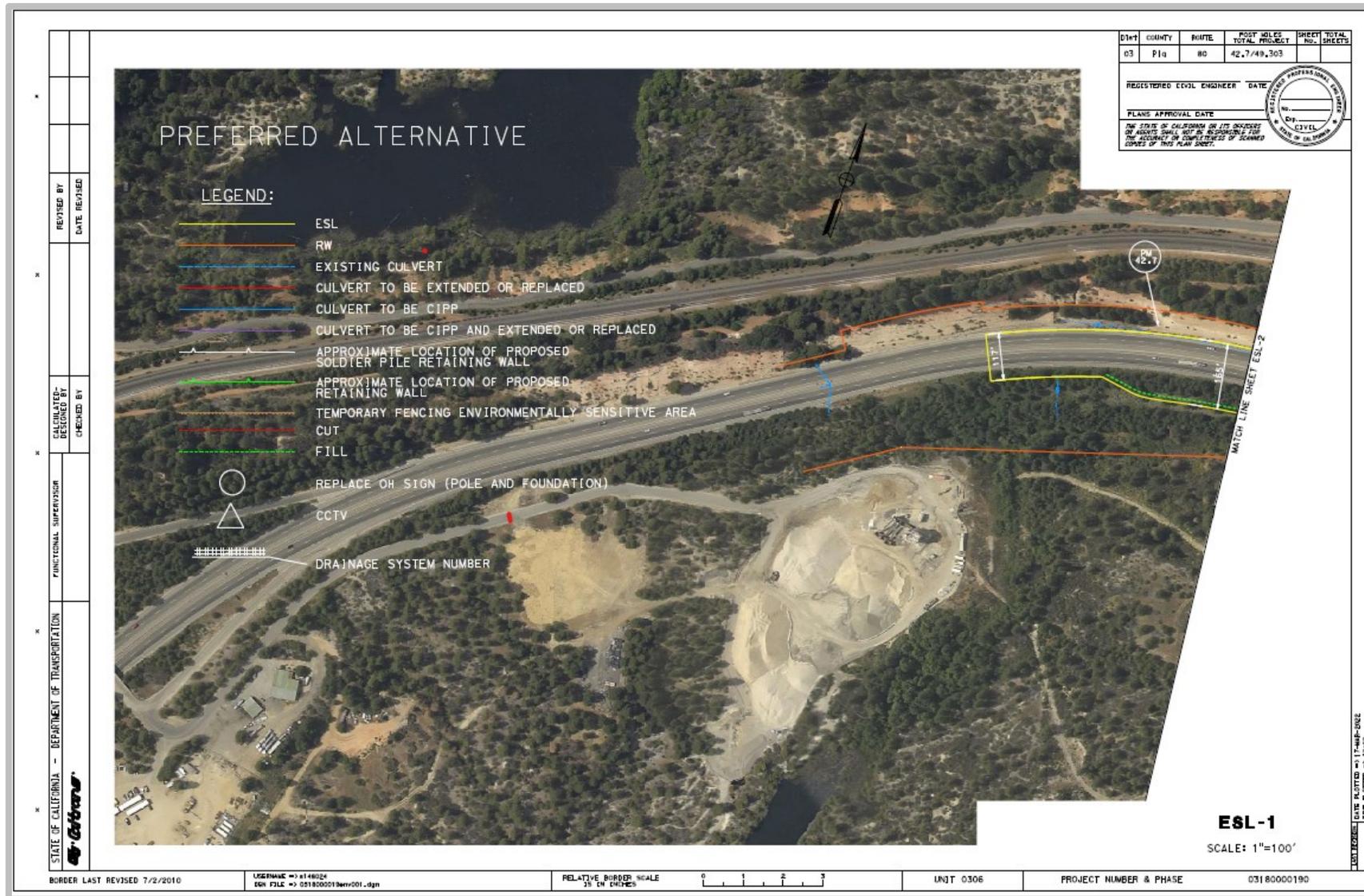
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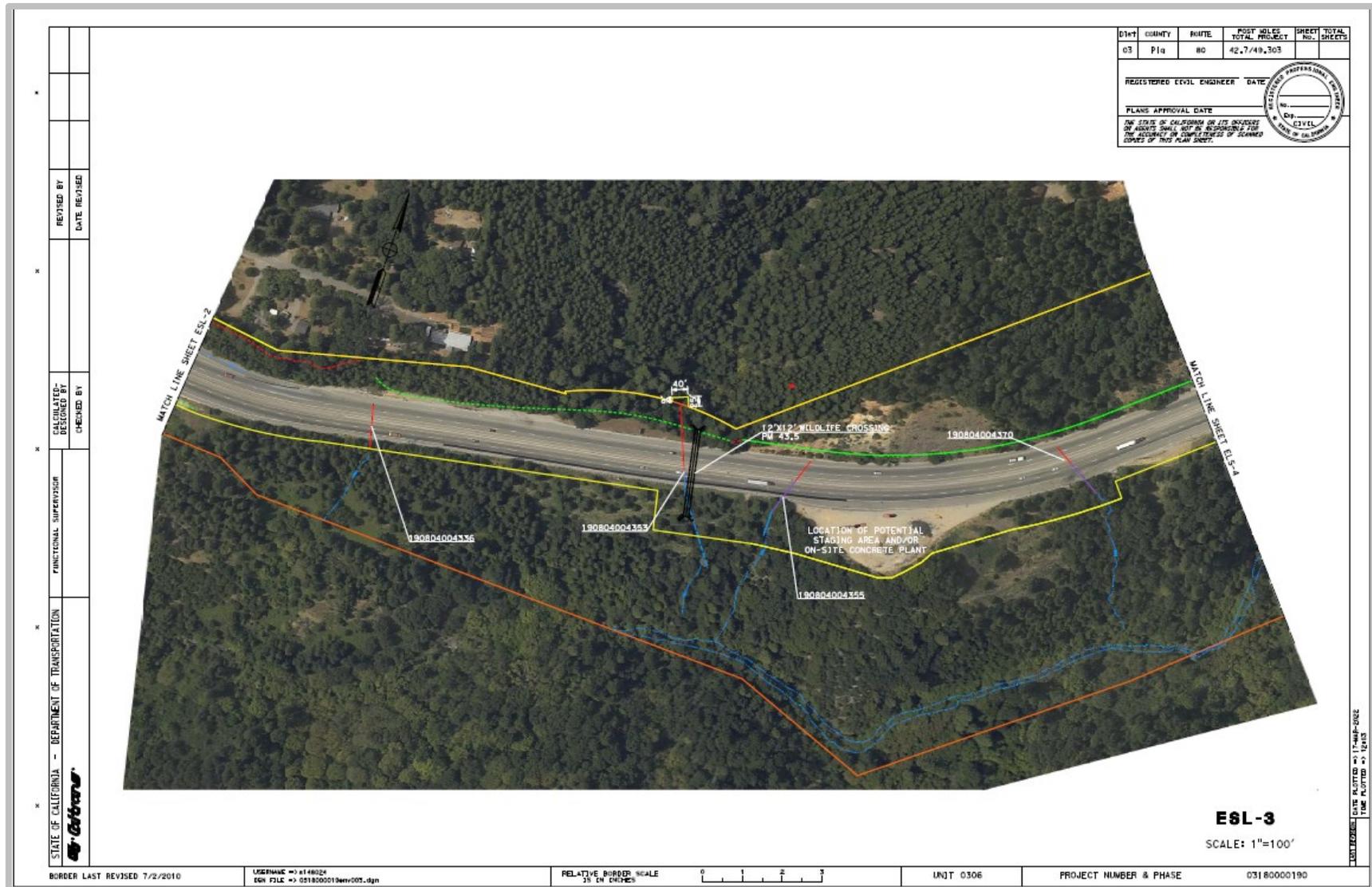
Appendix A Project Layout







03-3H610 Initial Study/Proposed Negative Declaration
Monte Vista Pavement Rehabilitation Project



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Pla	80	42.7/49.303		

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

ONE STATE OF CALIFORNIA OR ITS SUCCESSORS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



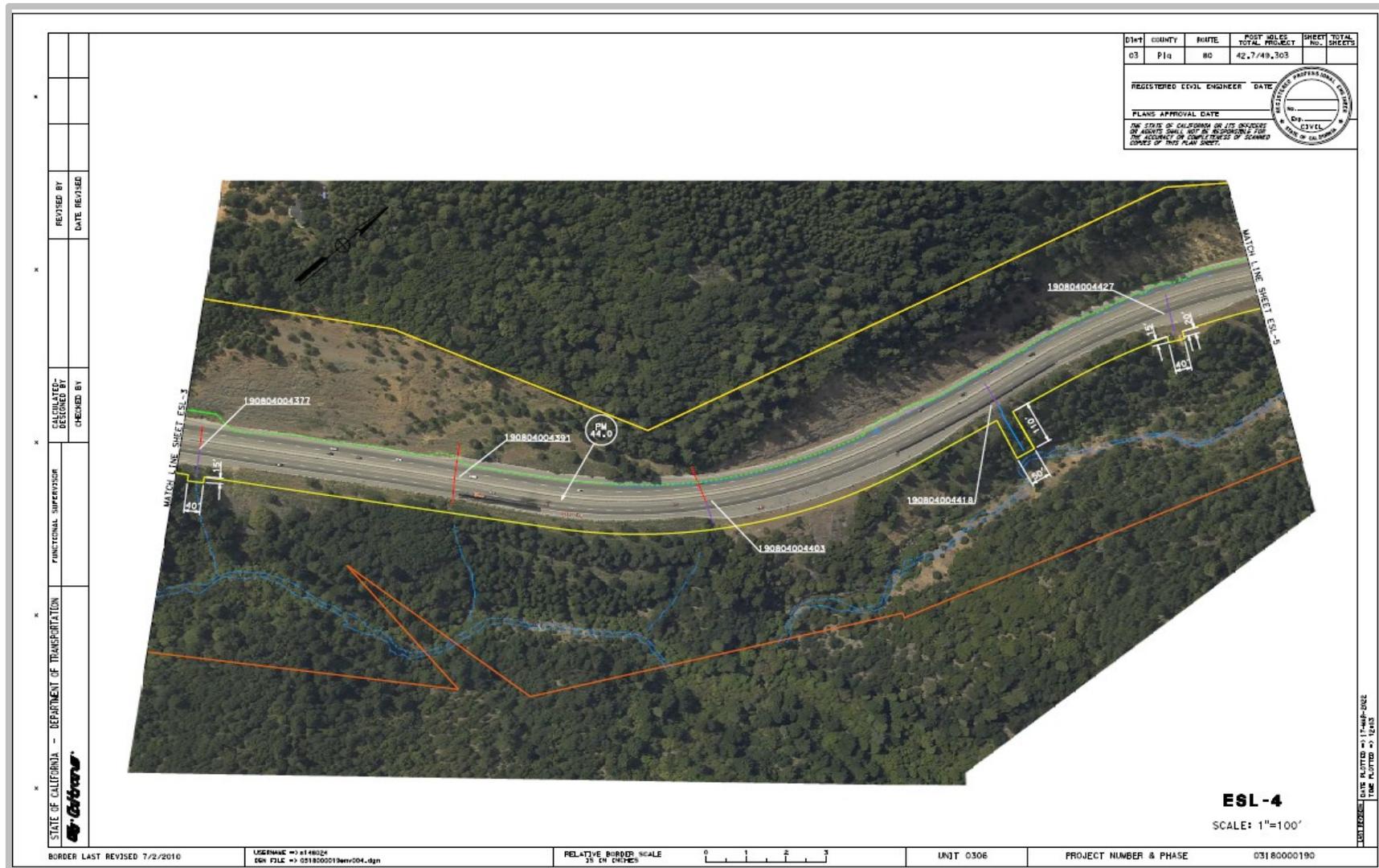
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Caltrans		CHECKED BY	DATE REVISION

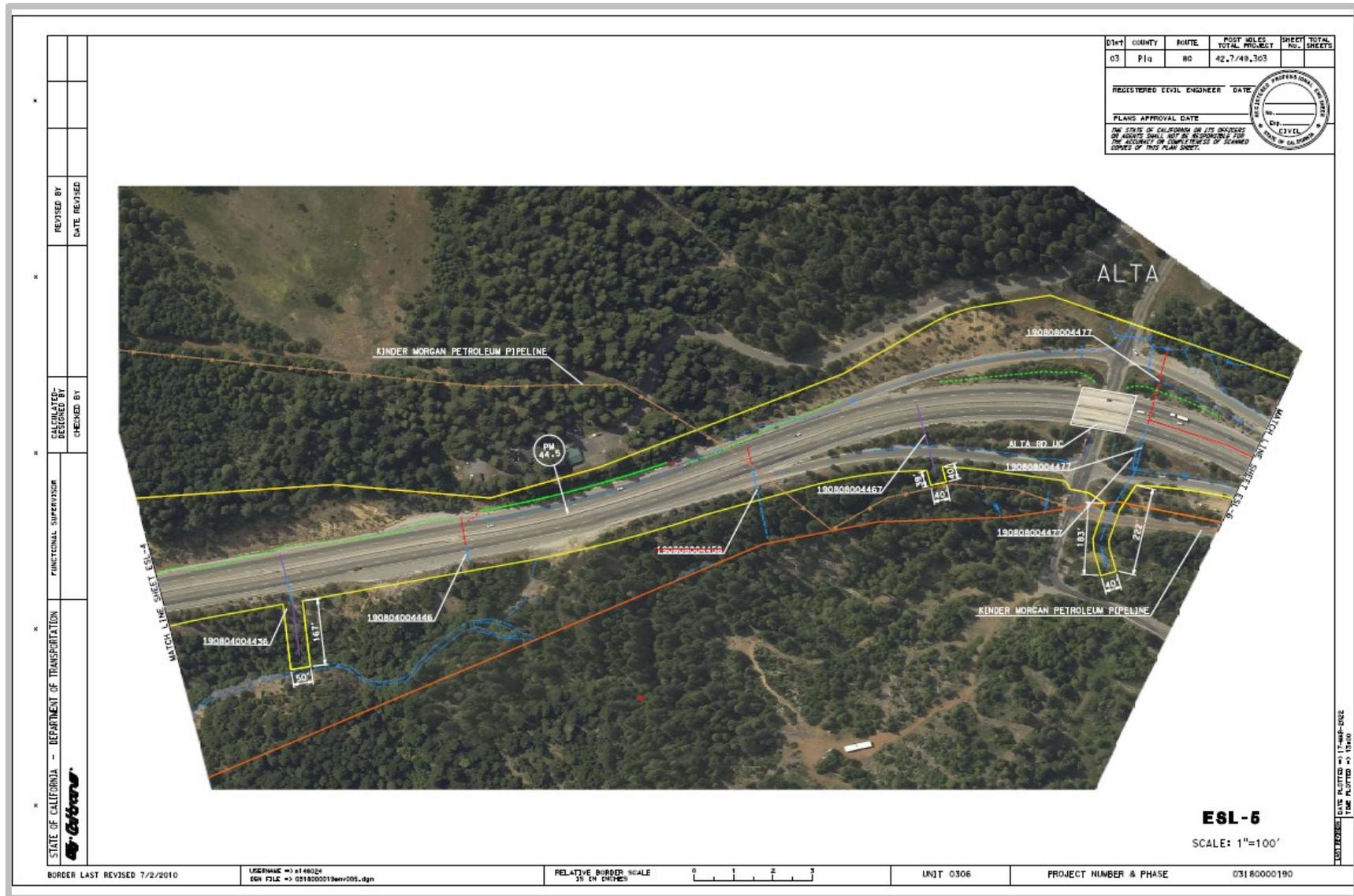
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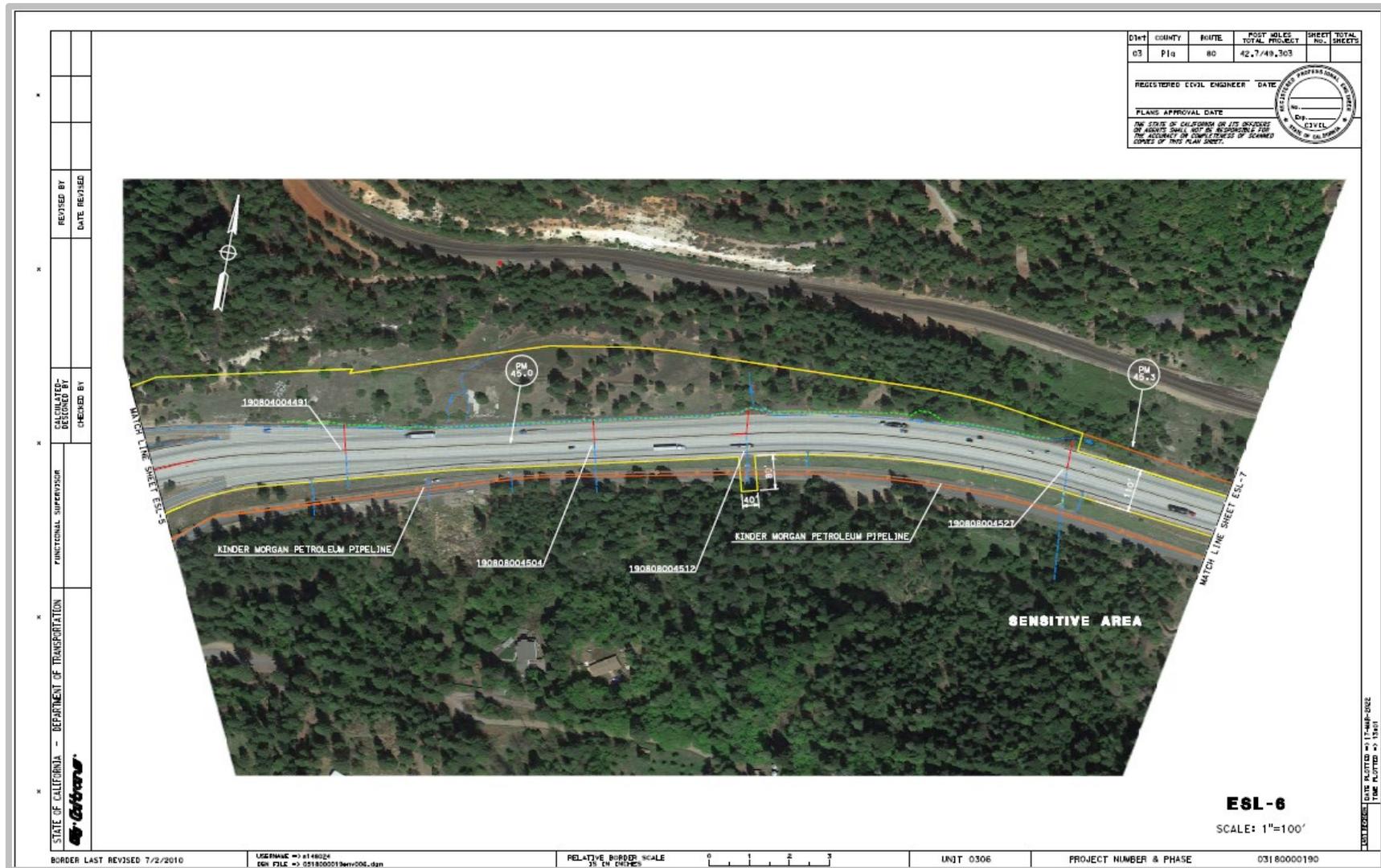
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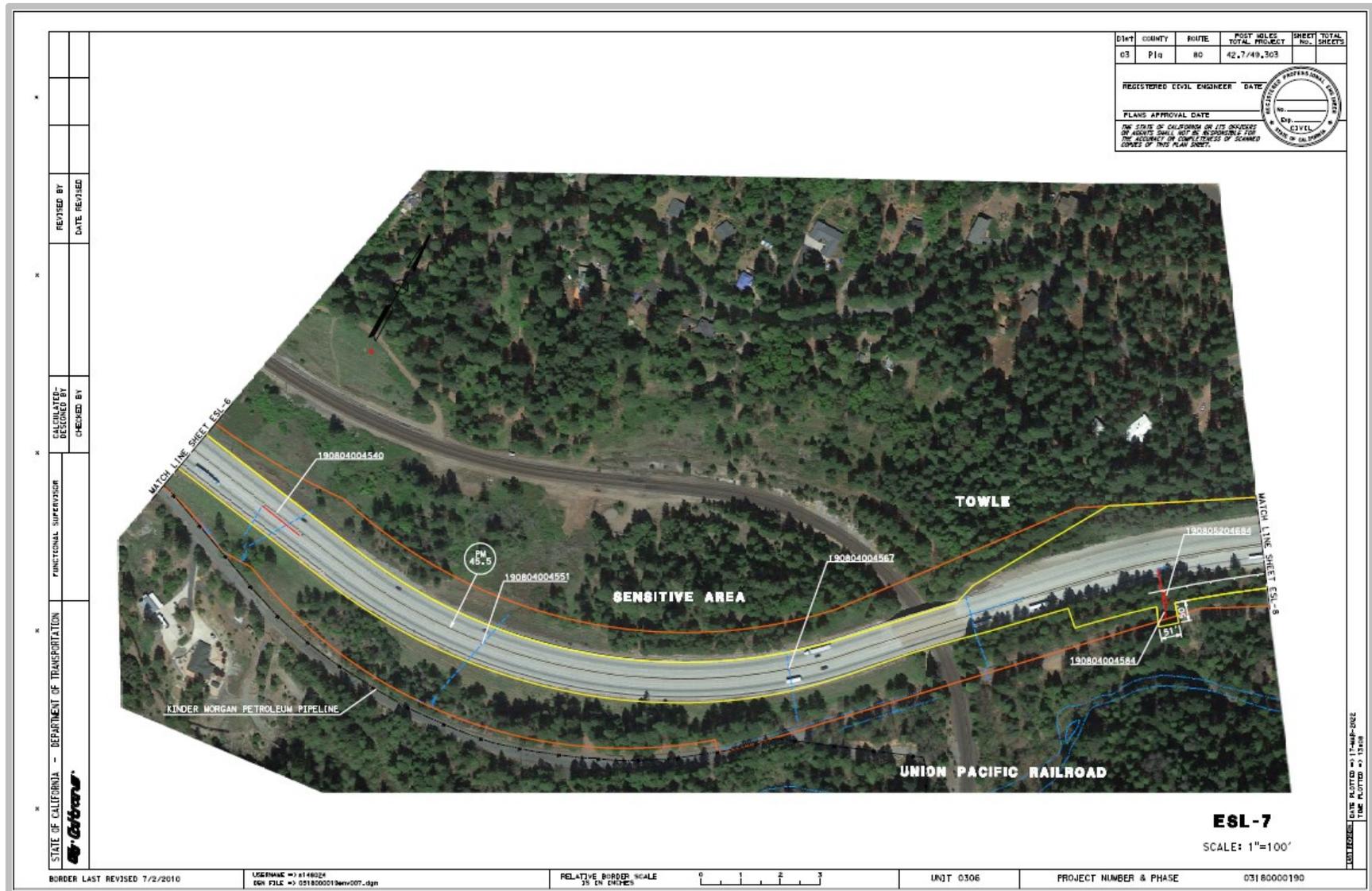
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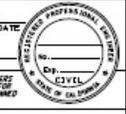
03-3H610 Initial Study/Proposed Negative Declaration
Monte Vista Pavement Rehabilitation Project



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Pla	80	42,749,303		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

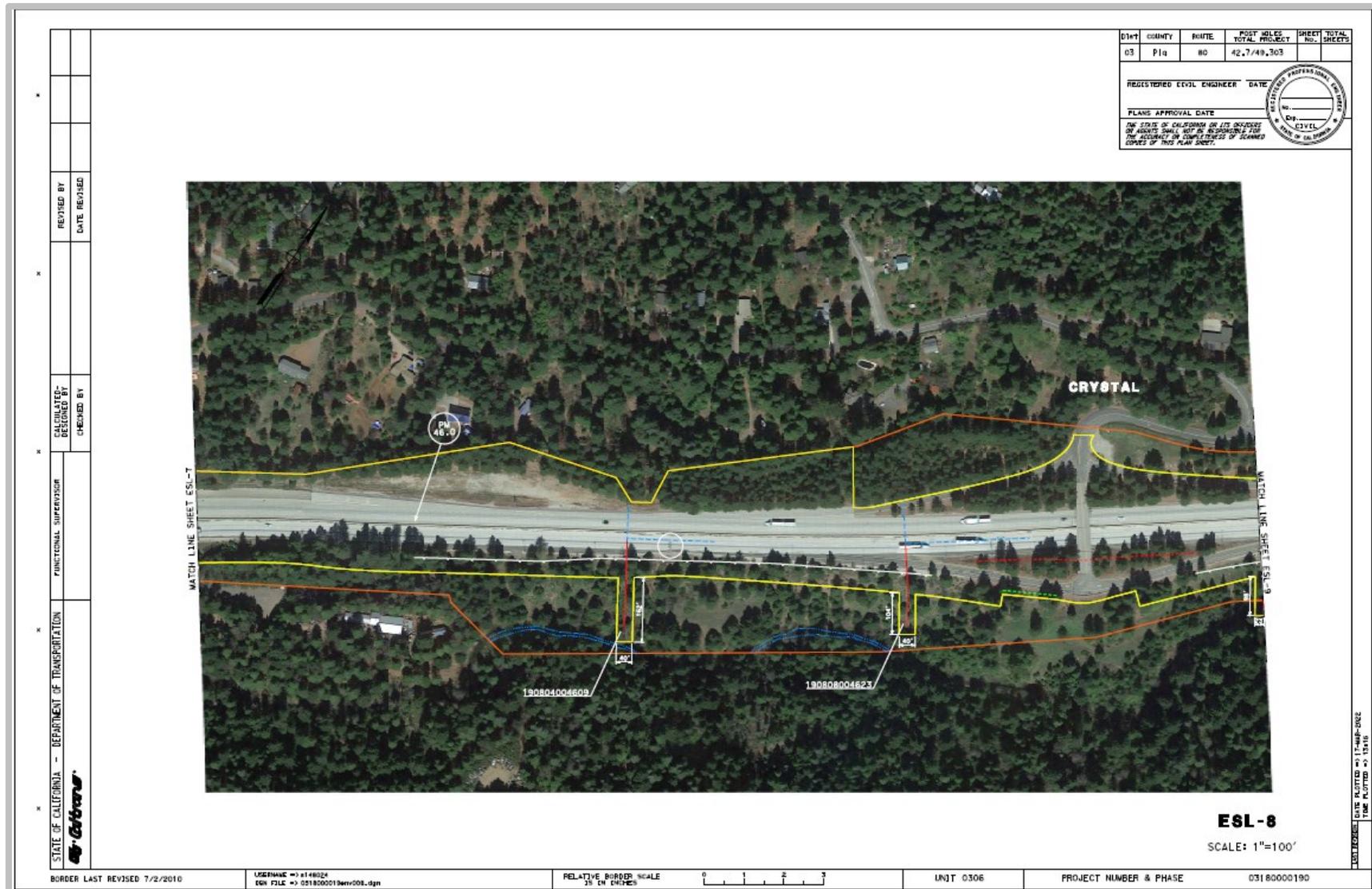
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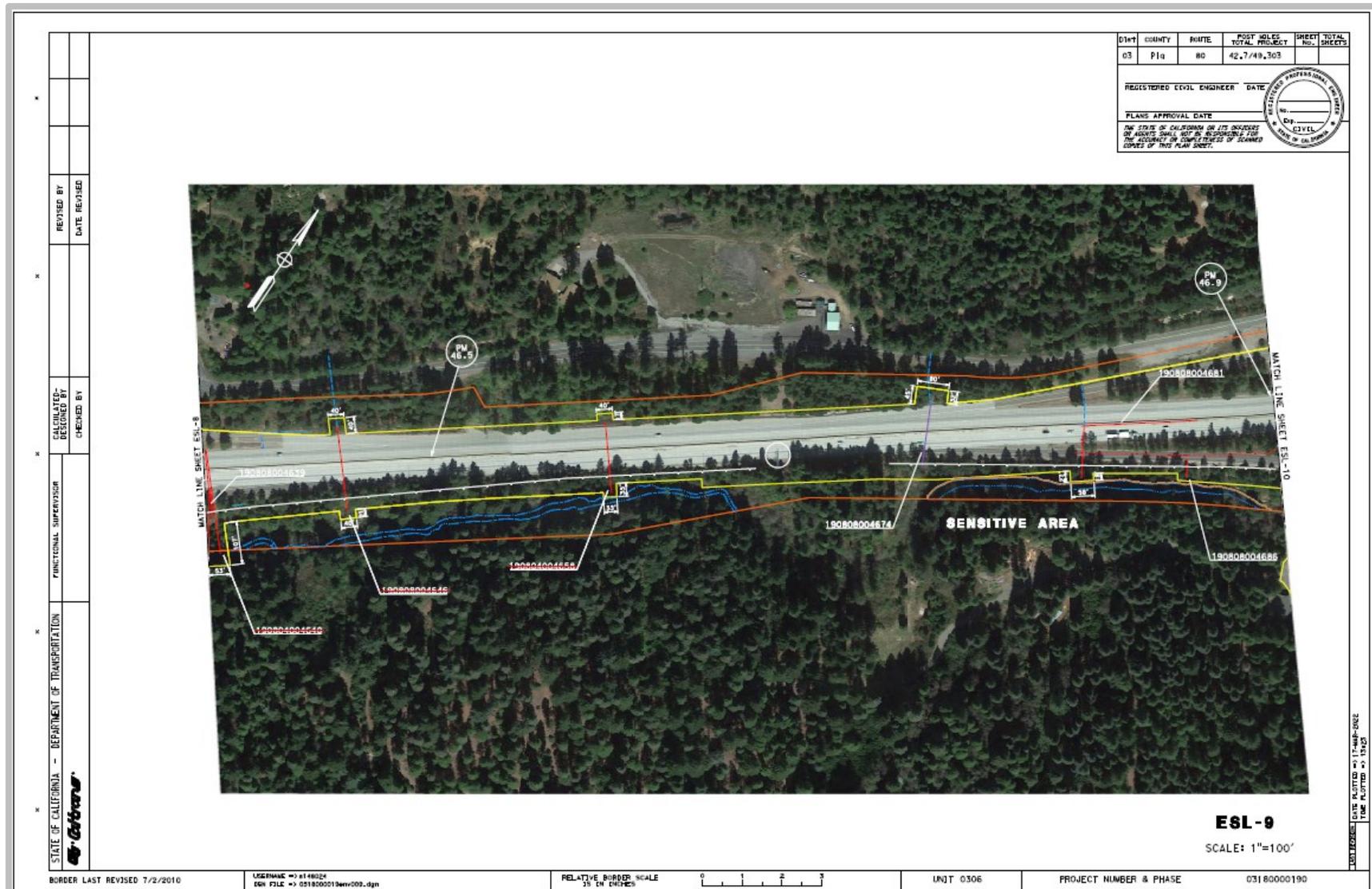


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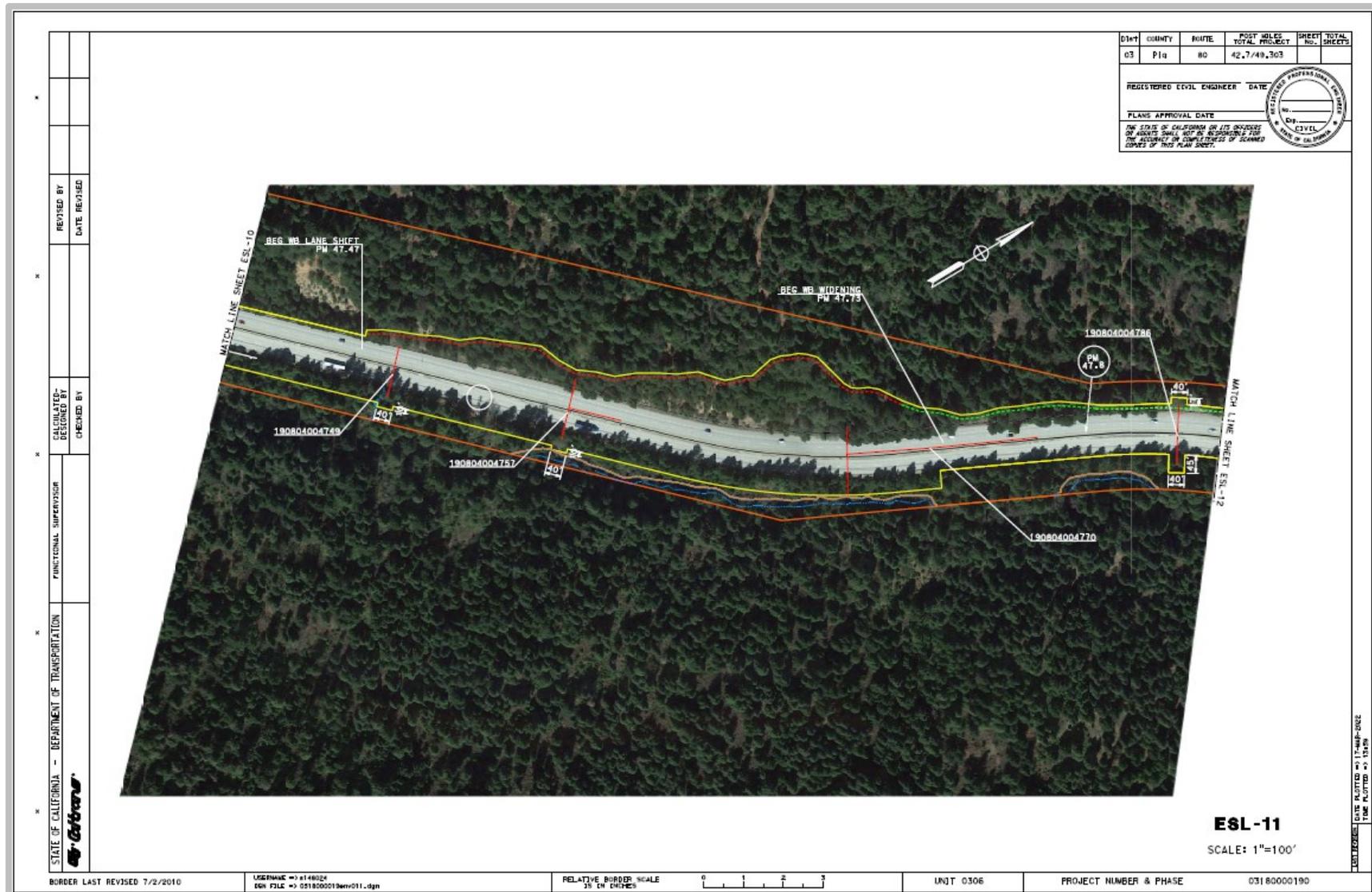
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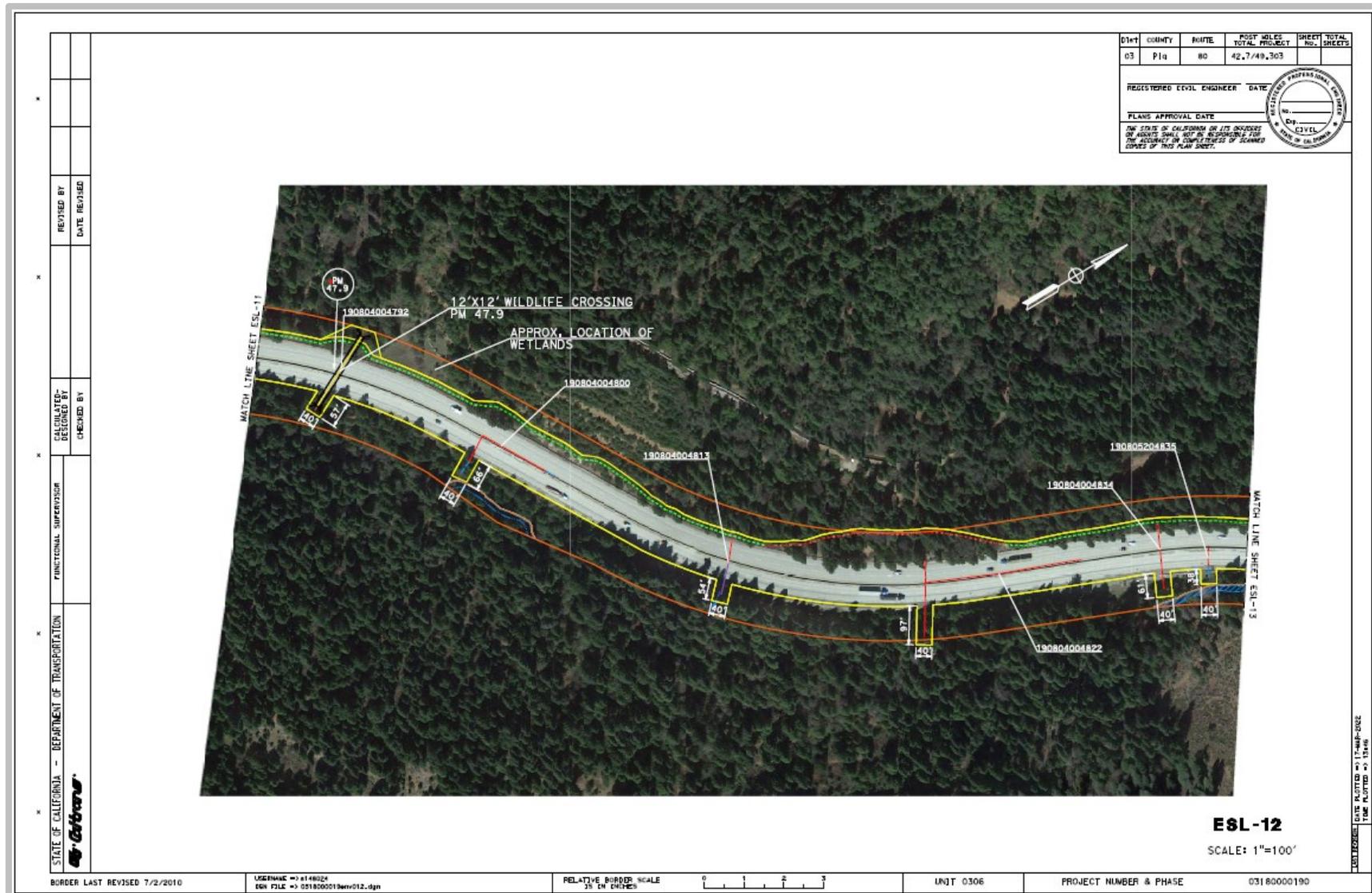
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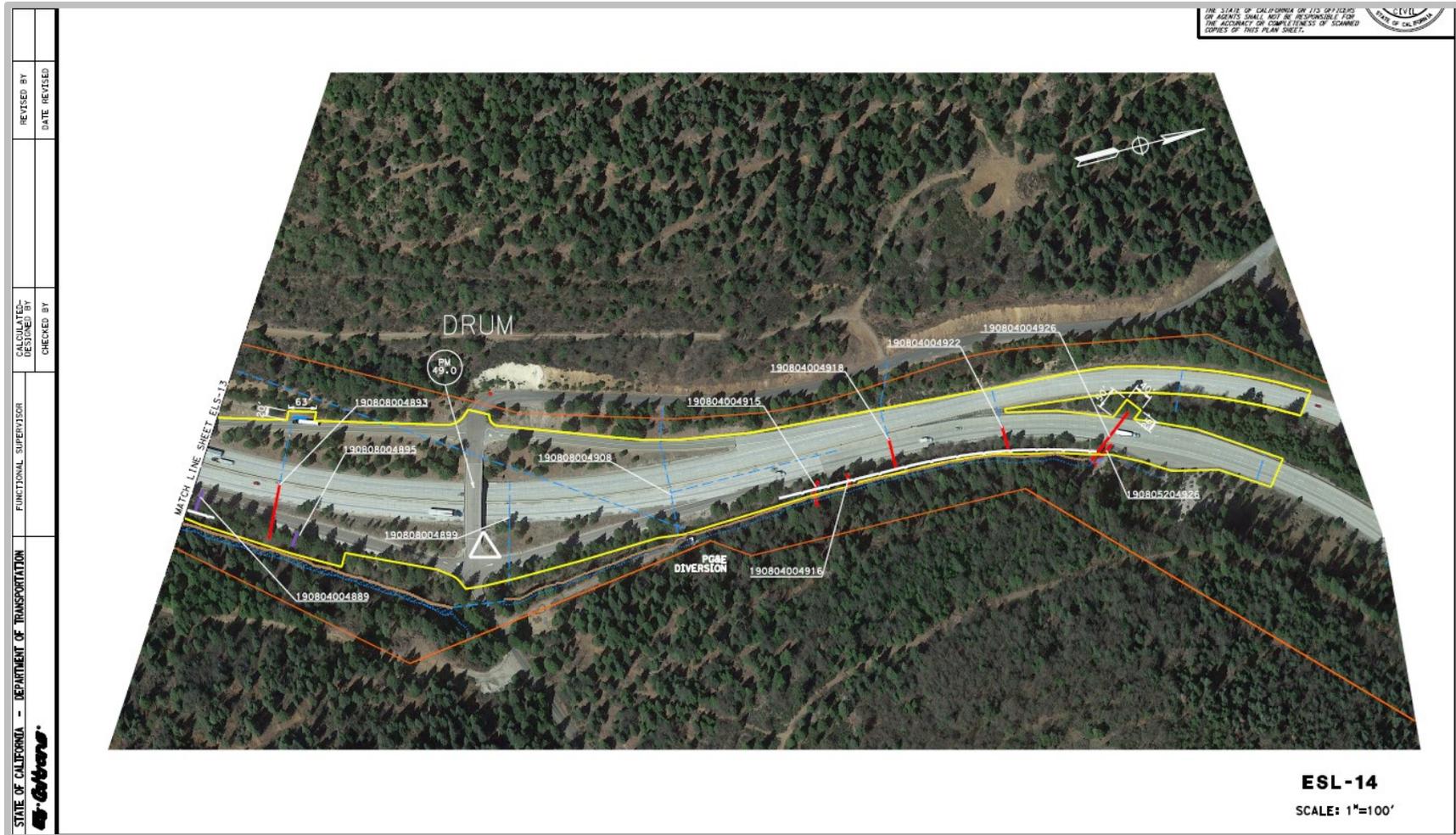


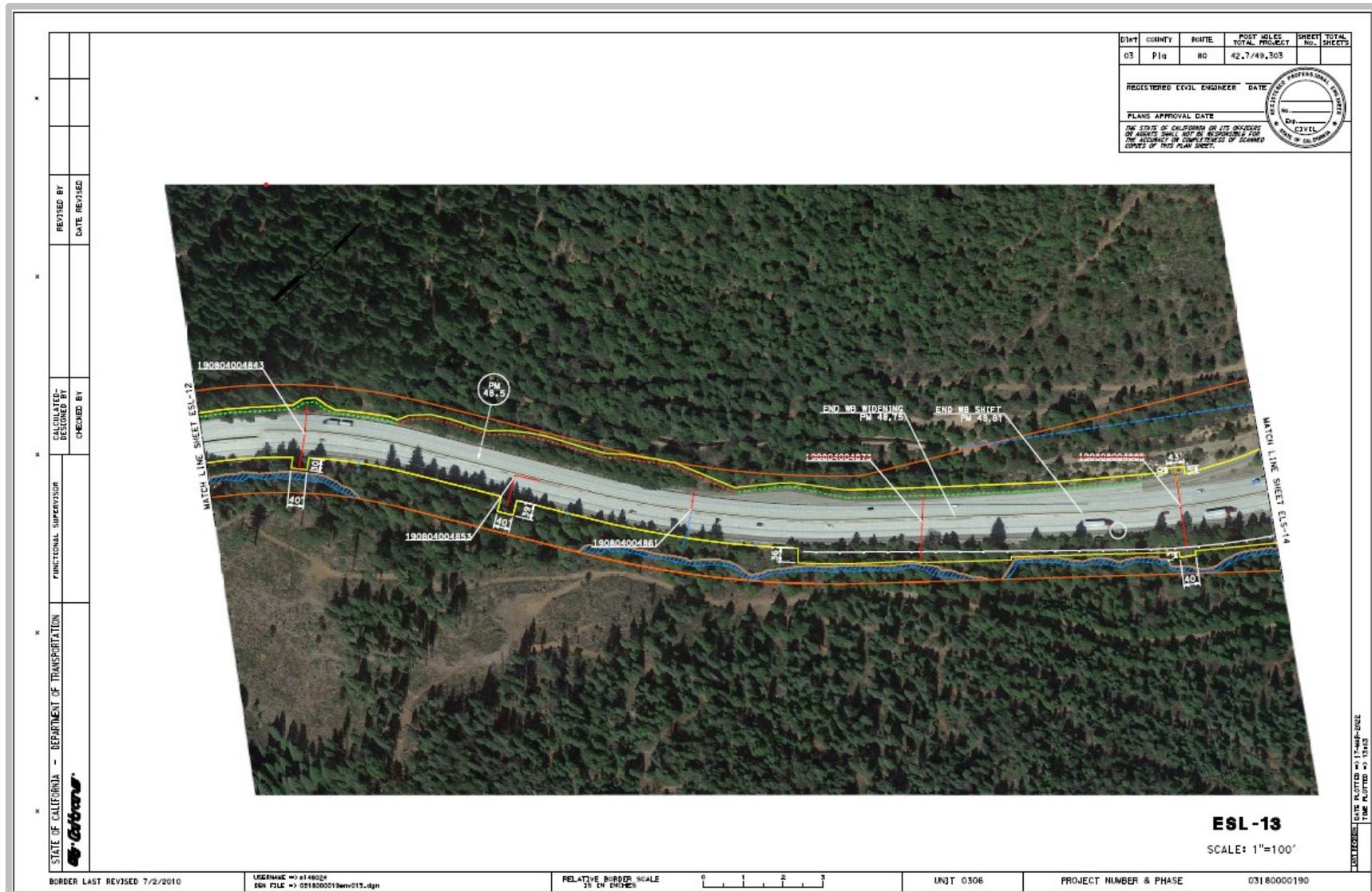


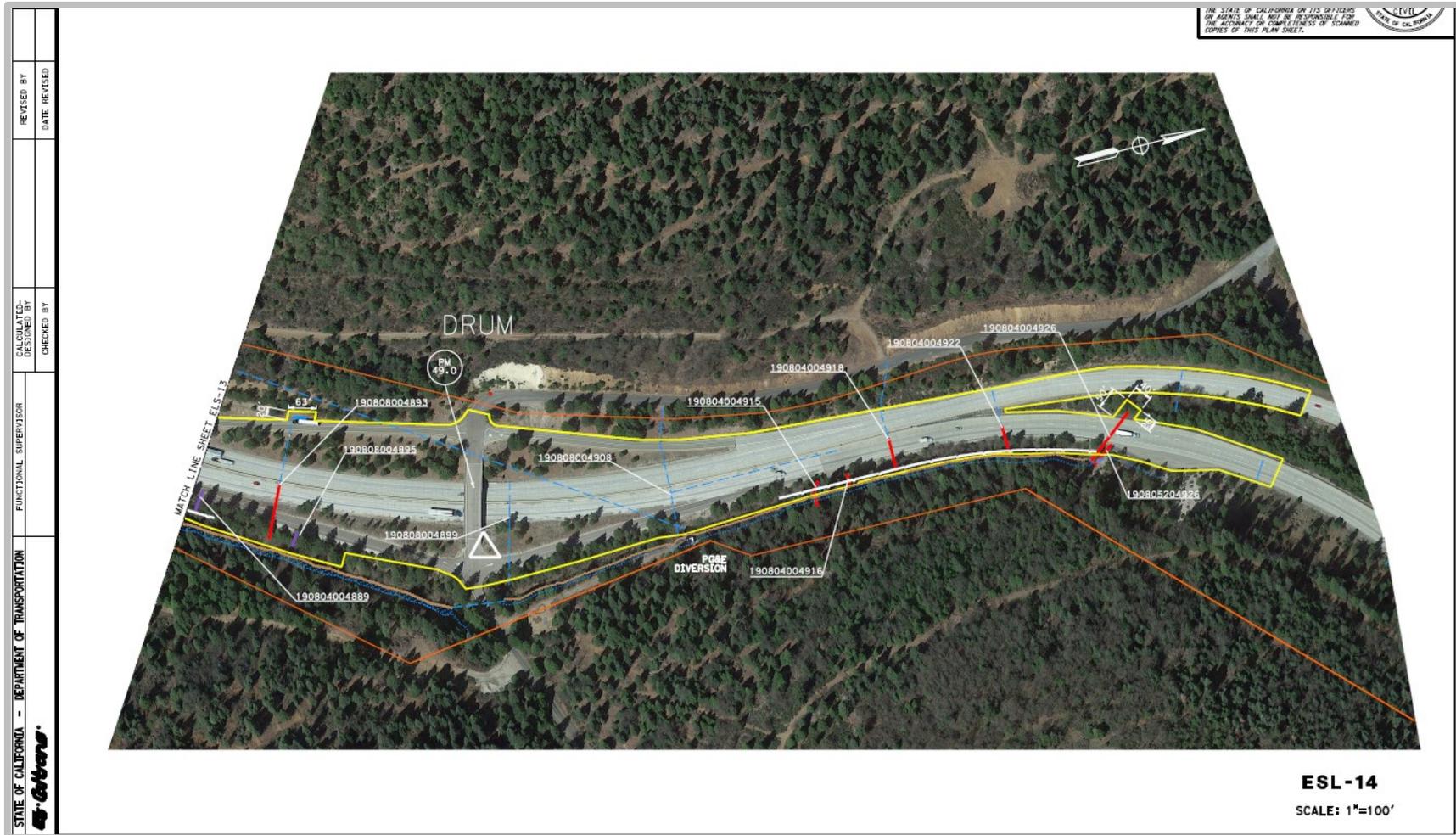
03-3H610 Initial Study/Proposed Negative Declaration
Monte Vista Pavement Rehabilitation Project













Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gov. Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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



Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

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

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in blue ink, appearing to read 'T. Omishakin'.

Toks Omishakin
Director

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



Appendix C USFWS, NMFS, CNDDDB, CNPS, Special Status Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

Project Code: 2022-0011157

Project Name: 03-3H610 Monte Vista Truck Climbing Lane

February 22, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

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

Project Summary

Project Code: 2022-0011157
Event Code: None
Project Name: 03-3H610 Monte Vista Truck Climbing Lane
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Placer 80 PM 42.7-49.3
Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.215398080831676,-120.77564461920701,14z>



Counties: Placer County, California



Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

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

Critical habitats

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

IPaC User Contact Information

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From: Greslik, Jennifer E@DOT
To: nmfs_wcms.species@stfilinois.gov
Subject: 03-3H610 Monte Vista Truck Climbing Lane PL480 PM42.7/49.3
Date: Tuesday, February 22, 2022 8:36:00 AM
Attachments: [image001.png](#)
[image003.png](#)

Quad Name **Dutch Flat**

Quad Number **39120-B7**

ESA Anadromous Fish

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

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

- East Pacific Green Sea Turtle (T) -
- Olive Ridley Sea Turtle (T/E) -
- Leatherback Sea Turtle (E) -
- North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

- Blue Whale (E) -
- Fin Whale (E) -
- Humpback Whale (E) -
- Southern Resident Killer Whale (E) -
- North Pacific Right Whale (E) -
- Sei Whale (E) -
- Sperm Whale (E) -

ESA Pinnipeds

- Guadalupe Fur Seal (T) -
- Steller Sea Lion Critical Habitat -

Essential Fish Habitat

- Coho EFH -
- Chinook Salmon EFH -
- Groundfish EFH -
- Coastal Pelagics EFH -
- Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

- MMPA Cetaceans -
- MMPA Pinnipeds -

Jennifer Greslik

Associate Environmental Planner (Biologist)
Caltrans–North Region
703 B Street Marysville, CA 95901
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CALIFORNIA DEPARTMENT OF
FISH and WILDLIFE RareFind

Query Summary:
 Quad IS (Dutch Flat (3912027))
 AND County IS (Placer)

CNDDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
<i>Aplodontia rufa californica</i>	Sierra Nevada mountain beaver	Mammals	AMAF01013	131	1	None	None	G5T3T4	S2S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Riparian forest, Riparian scrub, Riparian woodland
<i>Calystegia varzoukiae</i>	Van Zuuik's morning-glory	Dicots	PDCON040Q0	13	4	None	None	G2Q	S2	1B.3	BLM_S-Sensitive	Chaparral, Cismontane woodland, Ultramafic
<i>Carex sheldonii</i>	Sheldon's sedge	Monocots	PMCYP03CE0	48	1	None	None	G4	S2	2B.2	null	Freshwater marsh, Lower montane coniferous forest, Marsh & swamp, Riparian scrub, Wetland
<i>Clarkia blosa</i> sp. brandegeae	Brandegee's clarkia	Dicots	PDONA05053	89	2	None	None	G4G5T4	S4	4.2	SB_UCSC-UC Santa Cruz	Chaparral, Cismontane woodland, Lower montane coniferous forest
<i>Erethizon dorsatum</i>	North American porcupine	Mammals	AMAFJ01010	523	1	None	None	G5	S3	null	IUCN_LC-Least Concern	Broadleaved upland forest, Cismontane woodland, Closed-cone coniferous forest, Lower montane coniferous forest, North coast coniferous forest, Upper montane coniferous forest
<i>Mielichhoferia elongata</i>	elongate copper moss	Bryophytes	NBMUS4Q022	20	1	None	None	G5	S3S4	4.3	USFS_S-Sensitive	Cismontane woodland
<i>Packera layneae</i>	Layne's ragwort	Dicots	PDAST8H1V0	48	1	Threatened	Rare	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanic Garden at Berkeley, SB_UCSC-UC Santa Cruz	Chaparral, Cismontane woodland, Ultramafic
<i>Pekania pennanti</i>	Fisher	Mammals	AMAJF01020	555	1	None	None	G5	S2S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, USFS_S-Sensitive	North coast coniferous forest, Oldgrowth, Riparian forest
<i>Phacelia stebbinsii</i>	Stebbins' phacelia	Dicots	PDHYD0C4D0	79	1	None	None	G3	S3	1B.2	USFS_S-Sensitive	Cismontane woodland, Lower montane coniferous forest, Meadow & seep
<i>Phrynosoma blainvillii</i>	coast horned lizard	Reptiles	ARACF12100	784	1	None	None	G3G4	S3S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland
<i>Poa sierrae</i>	Sierra blue grass	Monocots	PMPQA4Z310	88	6	None	None	G3	S3	1B.3	BLM_S-Sensitive, USFS_S-Sensitive	Lower montane coniferous forest
<i>Rana boylei</i>	foothill yellow-legged frog	Amphibians	AAABH01050	2476	14	None	Endangered	G3	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened, USFS_S-Sensitive	Aquatic, Chaparral, Cismontane woodland, Coastal scrub, Klamath/North coast flowing waters, Lower montane coniferous forest, Meadow & seep, Riparian forest, Riparian woodland, Sacramento/San Joaquin flowing waters
<i>Vulpes vulpes necator</i>	Sierra Nevada red fox	Mammals	AMAJA03012	201	1	None	Threatened	G5T1T2	S1	null	USFS_S-Sensitive	Alpine, Alpine dwarf scrub, Broadleaved upland forest, Meadow & seep, Riparian scrub, Subalpine coniferous forest, Upper montane coniferous forest, Wetland

