

SCOTT RIVER BRIDGE PROJECT

INITIAL STUDY

**with Proposed Mitigated Negative Declaration
and Proposed Section 4(f) *de Minimis* Determination**



SISKIYOU COUNTY, CALIFORNIA

DISTRICT 2 – SIS – 96 Post Miles 71.0 to 71.5

EA 02-0H730 / EFIS 0216000125

**Prepared by the
State of California Department of Transportation**



August 2026



General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Mitigated Negative Declaration (IS/MND) which examines the potential environmental effects of the proposed project on State Route 96 in Siskiyou, 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 the District Office at 1657 Riverside Drive in Redding, at the Happy Camp branch of the Siskiyou County Library at 143 Buckhorn Road in Happy Camp, and at the Siskiyou County Library at 719 Fourth Street in Yreka. 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>.
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:
California Department of Transportation
Attention: Keith Pelfrey
North Region Environmental–District 2
1657 Riverside Drive
Redding, CA 96001
- Send comments via e-mail to: Keith.Pelfrey@dot.ca.gov
- Be sure to send comments by the deadline: October 6, 2026

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 digital file. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Denise Yergenson, North Region Environmental-District 2, 1657 Riverside Drive, Redding, CA 96001; (530) 225-3426 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.

SCOTT RIVER BRIDGE PROJECT

Replace the Scott River Bridge and roadway approaches on State Route
96 in Siskiyou County,
from Post Miles 71.0 to 71.5 two miles east of Hamburg

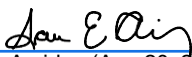
INITIAL STUDY **with Proposed Mitigated Negative Declaration** **and** **Proposed Section 4(f) *de minimis* Determination**

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

08/20/2026

Date of Approval


Sara Acridge (Aug 20, 2026 16:02:17 PDT)
Sara Acridge, Office Chief
North Region Environmental–District 2
California Department of Transportation
CEQA Lead Agency

The following person may be contacted for more information about this document:

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Proposed Mitigated **NEGATIVE DECLARATION**

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

Project Description

The California Department of Transportation (Caltrans) proposes to replace the existing Scott River Bridge and roadway approaches on State Route 96 in Siskiyou County from Post Miles 71.0 through 71.5.

Determination

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

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

The project would have *No Effect* on:

- Cultural Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Tribal Cultural Resources

The project would have Less than Significant Impacts to:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality

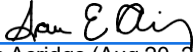
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

With the following mitigation measures incorporated, the project would have *Less than Significant Impacts to Biological Resources*.

- California Fish and Game Code Sections 2081(b)(2) and 2081(b)(4) require action agencies fully mitigate for take of CESA-listed species and ensure adequate funding to implement the measures required by Section 2081(b)(2), and for monitoring compliance with, and effectiveness of, those measures. Mitigation for the expected pursuit, catch, capture, and possible mortality of coho salmon, listed as threatened under CESA, will be implemented at an off-site mitigation project. Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project.

This mitigation will also offset permanent impacts on approximately 0.004 acres of riverine habitat. Compensatory mitigation for permanent impacts on riverine habitat and coho salmon will be addressed in the permitting phase in coordination with the regulatory agencies or through advance mitigation with regulatory agency concurrence.

- Temporarily impacted riverine habitat, estimated at approximately 0.060 acres, will be restored to pre-construction conditions by the contractor upon completion of work.



Sara Acridge (Aug 20, 2026 16:02:17 PDT)

Sara Acridge, Office Chief
North Region Environmental–District 2
California Department of Transportation

08/20/2026

Date



Table of Contents

Proposed Mitigated NEGATIVE DECLARATION	i
Table of Contents	i
List of Appendices.....	iii
List of Figures.....	iv
List of Tables	v
List of Acronyms and Abbreviated Terms	vii
Chapter 1. Proposed Project	1
1.1 Project History.....	1
1.2 Project Description	1
1.3 Permits and Approvals Needed	20
1.4 Standard Measures and Best Management Practices Included in All Alternatives	23
1.5 Discussion of the NEPA Categorical Exclusion	36
Chapter 2. CEQA Environmental Checklist	37
2.1 Aesthetics	42
2.2 Agriculture and Forest Resources.....	47
2.3 Air Quality	52
2.4 Biological Resources.....	59
2.5 Cultural Resources.....	142
2.6 Energy.....	146
2.7 Geology and Soils	149
2.8 Greenhouse Gas Emissions	160
2.9 Hazards and Hazardous Materials	183
2.10 Hydrology and Water Quality	189
2.11 Land Use and Planning.....	201
2.12 Mineral Resources	203
2.13 Noise.....	205
2.14 Population and Housing.....	209
2.15 Public Services	211

2.16	Recreation.....	214
2.17	Transportation.....	219
2.18	Tribal Cultural Resources.....	224
2.19	Utilities and Service Systems.....	228
2.20	Wildfire	235
2.21	Mandatory Findings of Significance	243
2.22	Cumulative Impacts.....	246
Chapter 3.	Agency and Public Coordination.....	247
Chapter 4.	List of Preparers	254
Chapter 5.	Distribution List.....	255
Chapter 6.	References	258

List of Appendices

APPENDIX A.	Project Layouts
APPENDIX B.	USFWS, USFS NMFS, CDFW, and CNPS Species Lists
APPENDIX C.	Regional Species Evaluation Table
APPENDIX D.	Wild and Scenic Rivers
APPENDIX E.	Section 4(f)
APPENDIX F.	Mitigation and Monitoring Reporting Program
APPENDIX G.	Title VI Policy Statement



List of Figures

Figure 1.	Project Vicinity Map.....	3
Figure 2.	Project Location Map	4
Figure 3.	Environmental Study Limits Map.....	5
Figure 4.	Site Plan.....	18
Figure 5.	U.S. 2022 Greenhouse Gas Emissions.....	164
Figure 6.	Change in California GDP, Population and GHG Emissions since 2000.....	165
Figure 7.	California 2021 Greenhouse Gas Emissions by Economic Sector	166
Figure 8.	Siskiyou County Fire Hazard Severity Zones in State Responsibility Areas	238
Figure 9.	Fire Hazard Severity Rating in State Responsibility Areas in the Project Vicinity.....	239

List of Tables

Table 1.	Pier Dimensions	7
Table 2.	Agency, Permit/Approval, and Status.....	20
Table 3.	Estimated Harassment Distance for Proposed Actions Affecting The Northern Spotted Owl, by Sound Level	105
Table 4.	Regional and Local Greenhouse Gas Reduction Plans	168
Table 5.	Estimates of GHG Emissions During Construction (in U.S. tons).....	170
Table 6.	Agency Coordination and Professional Contacts	248



List of Acronyms and Abbreviated Terms

Acronym/Abbreviation	Description
AADT	Annual Average Daily Traffic
AB	Assembly Bill
AC	Activity Centers
BA	Biological Assessment
BLM	Bureau of Land Management
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/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	methane
CIA	Cumulative Impact Analysis
CIDH	Cast-in-drilled-hole (piles)
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibels
DBH	Diameter-at-Breast-Height
DOT	Department of Transportation

Acronym/Abbreviation	Description
DP	Director's Policy
DPPIAs	Design Pollution Prevention Infiltration Areas
DPS	Distinct Population Segment
ECL	Environmental Construction Liaison
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
ESU	Evolutionarily Significant Unit
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FP	Fully Protected (species)
GHG	greenhouse gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HFCs	hydrofluorocarbons
IPaC	Information for Planning and Consultation
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
KNF	Klamath National Forest
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	million metric tons
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NCRWQCB	North Coast Regional Water Quality Control Board
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study

Acronym/Abbreviation	Description
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOGO	Northern goshawk
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
OHW	Ordinary High Water
OHWM	Ordinary High-Water Mark
OPR	Governor's Office of Planning and Research
PDT	Project Development Team
PM(s)	post mile(s)
Project	Scott River Bridge Project
PPM	parts per million
PRC	(California) Public Resources Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAPCD	Siskiyou County Air Pollution Control District
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
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
SRA	State Responsibility Area
SS	Standard Specification
SSC	Species of Special Concern
SSP	Standard Special Provision
ssp.	subspecies
STAA	Surface Transportation Assistance Act
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCEs	Temporary Construction Easements
THVF	Temporary High Visibility Fencing

Acronym/Abbreviation	Description
TMP	Transportation Management Plan
TMS	Transportation Management System
TPZ	Timber Production Zone
U.S. or US	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOCs	volatile organic compounds
WPCP	Water Pollution Control Program

Chapter 1. Proposed Project

1.1 Project History

The Scott River Bridge was built in 1957 to replace the previous bridge built in 1938. The bridge is located on State Route (SR) 96 in Siskiyou County on a 575-foot radius horizontal curve with a design speed of 40 miles per hour. The bridge structure type consists of three spans with two single column piers, reinforced concrete open seat abutments, three continuous welded steel girders, and a reinforced concrete composite deck. It has been approximately 25 years since the bridge was first identified as needing rehabilitation or replacement.

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

1.2 Project Description

Project Objective

Purpose

The purpose of this project is to provide a safe, sustainable, and traversable corridor to the public, reduce operational deficiencies, improve the condition of roadway assets associated with the Scott River Bridge, improve worker safety, decrease maintenance and repair costs.

Need

The project is needed because the bridge rail does not meet current safety standards, has narrow width shoulders, and has a deteriorated deck due to age, traffic loading, and the environment (freeze/thaw, deicing salts, and repaired flood damage).

Proposed Project

The California Department of Transportation, using state and federal funding, is proposing to replace the Scott River Bridge and roadway approaches in Siskiyou County on State Route 96 from Post Miles (PMs) 71.0 to 71.5. The project is located in Township 45 north, Range 10 west, Section 6, on the United States Geological Survey's Hamburg 7.5-minute quadrangle. A project vicinity map is shown in Figure 1 below. A project location map is shown in Figure 2. The Environmental Study Limits map is shown in Figure 3.

Proposed work would include removing the existing bridge and replacing it with a new bridge on a new alignment shifted slightly to the northeast; constructing a new structural section on the approaches of the new bridge; constructing a new retaining wall; removing pavement from PM 71.07 to PM 71.45; extending a single culvert; and installing new bridge rail, crash cushions, and Transportation Management System.

Figure 1. Project Vicinity Map

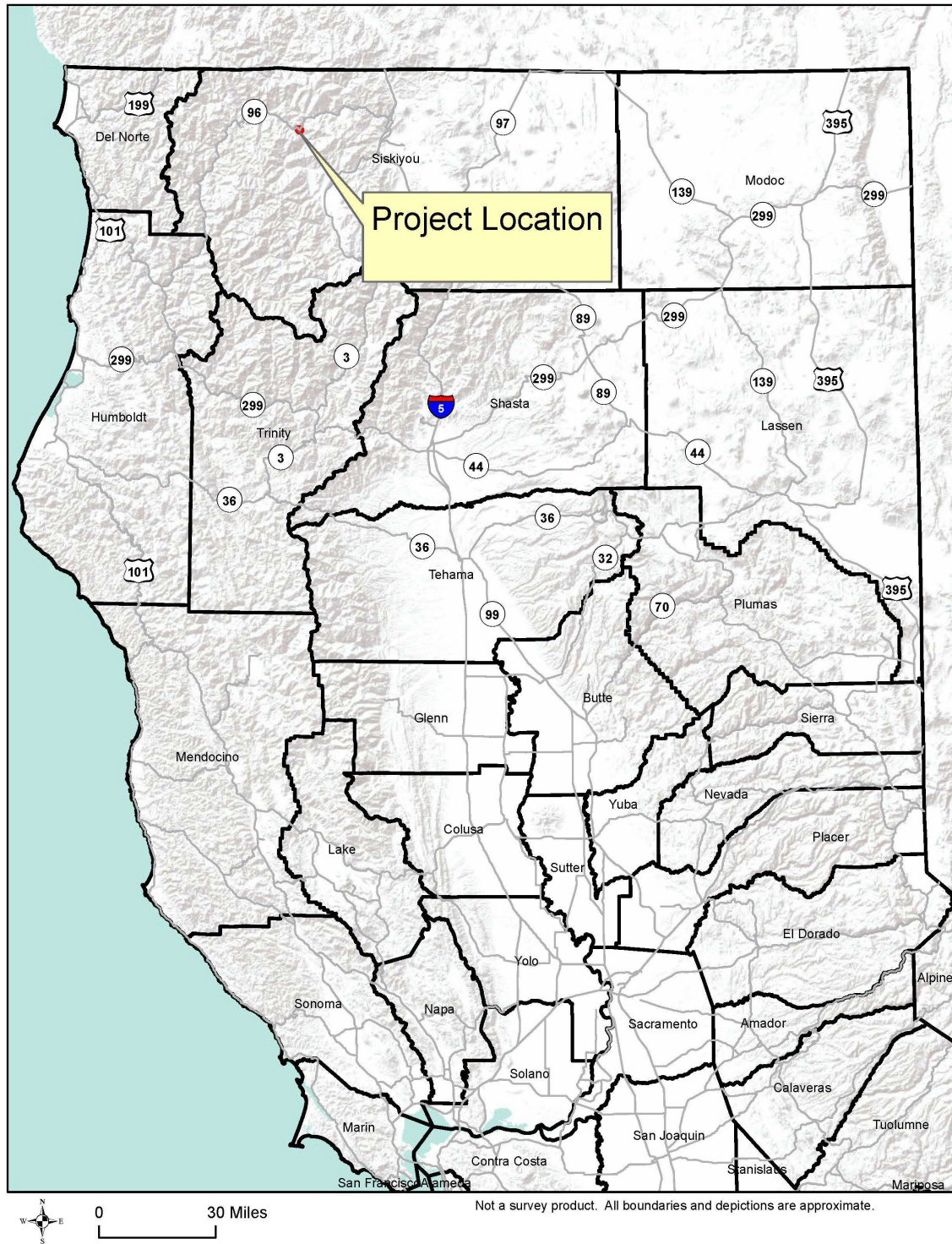


Figure 2. Project Location Map

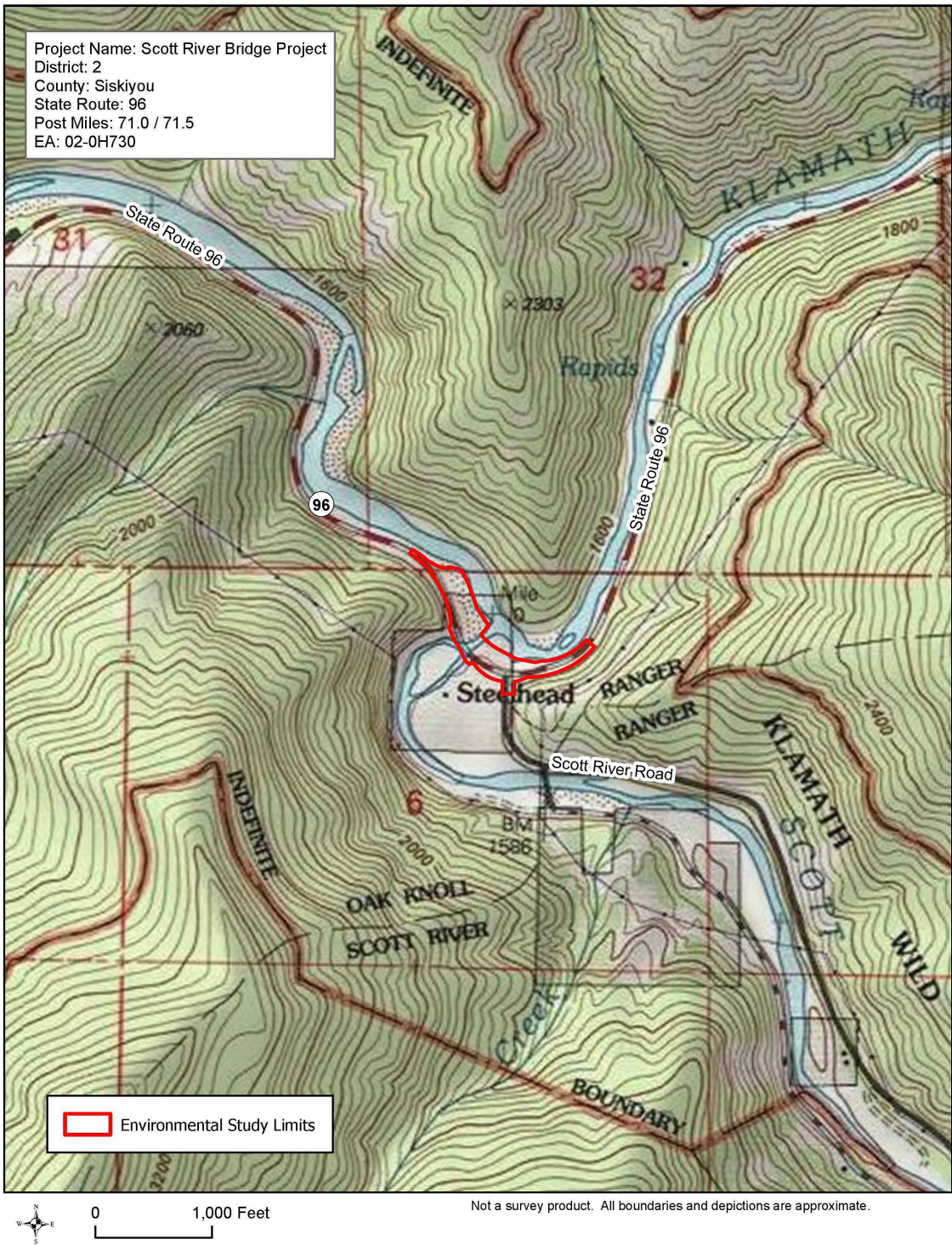
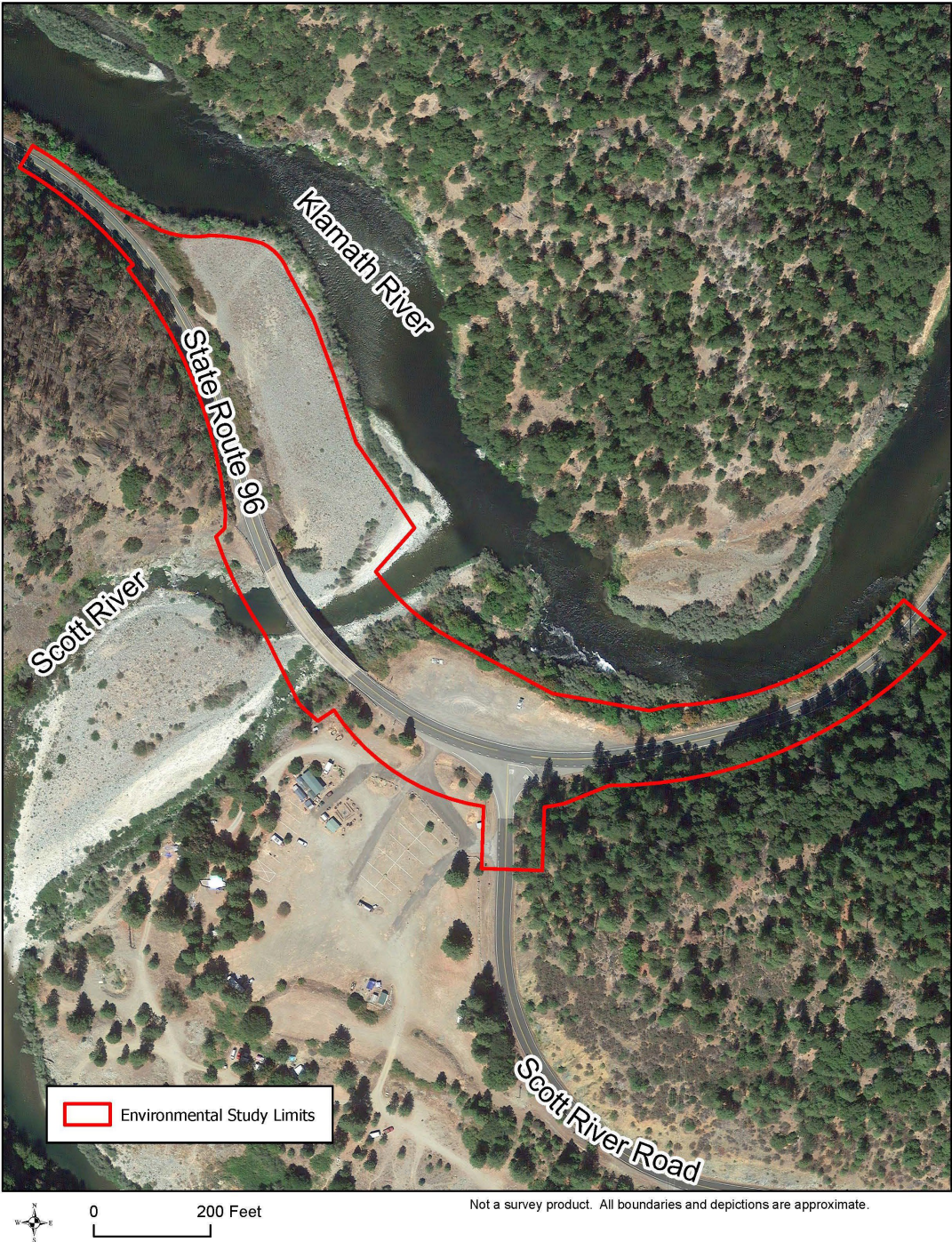


Figure 3. Environmental Study Limits Map



Existing Bridge

The existing bridge is 32 feet wide x 229 feet long and is supported by two abutments and two pier columns.

- Abutment 1 (west abutment) is 7 feet 6 inches wide x 36 feet 5 inches long x 16 feet 2 inches to 18 feet 5 inches tall. At the west abutment there are two wingwalls; one wingwall is 4 feet 3 inches wide x 45 feet long x 2 feet to 15 feet tall and the other wingwall is 4 feet 3 inches wide x 22 feet long x 2 feet to 13 feet 6 inches tall.
- Abutment 2 (east abutment) is 7 feet 6 inches wide x 35 feet long x 14 feet tall. At the east abutment there are two wingwalls; one wingwall is 2 feet 9 inches wide x 13 feet long x 4 feet to 11 feet 6 inches tall and the other wingwall is 2 feet 9 inches wide x 13 feet long x 2 feet to 7 feet tall.
- Each pier column is 6 feet 6 inches in diameter and is on a spread footing within the riverbed. The west spread footing is 12 feet wide x 18 feet long. The east spread footing is 12 feet wide x 14 feet long.

The bridge has two 12-foot-wide paved travel lanes, and each lane has a 2-foot-wide paved shoulder. The west approach to the existing bridge has two 12-foot-wide paved travel lanes and each lane has a 1-foot-wide paved shoulder. The east approach to the existing bridge has two 12-foot-wide paved travel lanes and each lane has a 2-foot-wide paved shoulder.

According to surveys conducted in February of 2023, the bottom of the bridge (soffit) is approximately 27 feet above the Scott River at normal flow. The existing bridge sits on a left curve and is superelevated. There are multiple scuppers (or vertical drains) on the deck. Surface waters from the deck drain through these holes and empty directly into the Scott River.

Proposed Bridge

The new bridge would be 44 feet wide x 240 feet long and would be supported by two abutments and four pier columns (two at each pier).

- Abutment 1 (west abutment) would be 5 feet wide x 44 feet long x 24 feet tall. The foundation would be 12 feet wide x 46 feet long x 3 feet tall. Two wingwalls would be installed at the west abutment and each would be 2 feet

wide x 55 feet long x 2 feet to 20 feet tall (the wingwall footings would be 20 feet wide x 55 feet long x 3 feet tall).

- Abutment 2 (east abutment) would be 5 feet wide x 44 feet long x 10 feet tall. The foundation would be 12 feet wide x 46 feet long x 3 feet tall. Two wingwalls would be installed at the east abutment and each would be 2 feet wide x 25 feet long x 3 feet to 10 feet tall (the wingwall footings would be 12 feet wide x 25 feet long x 3 feet tall). Each new pier column would be 4 feet in diameter.

The foundations for the new pier columns would be cast-in-place drilled hole rock sockets. Each abutment would be supported by 14 cast-in-place drilled hole piles, each measuring 2 feet in diameter. Rock slope protection may be placed in two locations: 1) above the ordinary high-water mark (OHWM), where the existing foundation of Abutment 1 would be removed and 2) above the OHWM, on the embankment of the east side of the river. The new bridge would have two 12-foot-wide paved travel lanes, and each lane would have an 8-foot-wide paved shoulder. The approaches to the new bridge would be on a realigned roadway shifted slightly to the north and would consist of two 12-foot-wide paved travel lanes and each lane would have up to an 8-foot-wide paved shoulder.

Table 1. Pier Dimensions

Scott River Bridge	Length (feet)	Width (feet)	Piers (Amount)	Pier Size (Feet)
Existing	229	32	2	6.6
Proposed	240	44	4	4
Change	+11	+12	+2	--

Construction Activities

Construction activities would include the following, in the order listed:

- 1) Construction of temporary rock access road
- 2) Installation of stream diversion and construction of in-water gravel work pads
- 3) Construction of temporary work platforms for new bridge construction
- 4) Construction of the new bridge and associated bridge elements

- 5) Construction of the new retaining wall
- 6) Construction of the new road on new alignment and drainages
- 7) Removal of the existing bridge and associated bridge elements

1) Construction of Temporary Rock Access Roads

Temporary access roads would be required to access work below the bridges. Construction access to reach the riverbed from the west side of the Scott River would utilize an existing dirt/gravel road located along the westbound lane. For construction access to reach the riverbed from the east side of the Scott River, a temporary construction access road would be constructed along both sides of the existing bridge, extending to the riverbed, and under the existing bridge to connect to the construction staging area located in an existing pullout adjacent to the westbound lane.

2) Installation of Stream Diversion and Construction of In-Water Gravel Work Pads

Two temporary gravel work pads and temporary dewatering may be required to construct the temporary falsework and trestle, demolish the old bridge piers and footing, and construct the new pier columns in the river channel for the new bridge. The temporary gravel work pad to the west is estimated to be approximately 12 to 30 feet wide x 100 feet long x 3.5 feet deep and the temporary gravel work pad to the east is estimated to be approximately 35 feet wide x 100 feet long x 3.5 feet deep. The need for temporary gravel work pads is dependent on the water level at the time of construction.

Whether a work pad is installed on the west or east (or both) side(s) of the river, it would extend from the river's edge into the river. To install the gravel pads, the contractor would gradually push clean spawning gravel (washed clean 3-inch cobble suitable for spawning for salmonid species) into the flowing channel. The gravel pads would most likely be reinforced with stepped K-rail around the perimeter to prevent erosion and sloughing of material into the river. Other slope protection measures may also be used to prevent erosion within the river. Depending on the contractor's work schedule and timing, in-water gravel work pads would either be constructed one at a time or at the same time. If constructed one at a time, removal and installation of work pads would occur concurrently to allow the reuse of gravel.

The gravel work pads may be removed and reinstalled between construction seasons.

It is anticipated that an area approximately 25 feet wide x 25 feet long would be temporarily dewatered. Should dewatering be required, a Dewatering and Discharge Work Plan would be prepared by the contractor in accordance with Caltrans Standard Specification, approved by Caltrans, and a copy provided to the Regional Water Quality Control Board (RWQCB).

A temporary water diversion system may be used to divert upstream water flows to allow construction in the dry or dewatered location. The need for temporary water diversion would be determined by the contractor at the time of construction and subject to approval from the National Marine Fisheries Service (NMFS) and other regulatory agencies prior to its implementation. Should a temporary creek diversion system be required, a Temporary Creek Diversion System Plan would be prepared by the contractor in accordance with Caltrans Standard Specifications, approved by Caltrans, and a copy provided to the RWQCB. Upon completion of work, the gravel work pads and water diversion (if needed) would be removed from the riverbed.

3) Construction of Temporary Work Platforms for New Bridge

Temporary work platforms (falsework and trestle) would be required for construction of the new bridge. The platforms would be elevated and supported on temporary piles to maintain water flows. The falsework and trestle would most likely be constructed in years 2029 or 2030. The falsework and trestle would remain in the riverbed during winter between construction seasons. Upon completion of work, the falsework, trestle, and piles to support the falsework and trestle would be removed from the riverbed.

Falsework would be erected to support the construction of the superstructure and would span the entire length of the new bridge, 240 feet. A trestle would be erected between the four piers for installation and removal of the falsework and would most likely be built downstream of the new bridge. The trestle would be up to 45 feet wide and 150 feet long.

The platforms would be designed by the contractor. The contractor would determine the final type, number, and size of piles; however, it is estimated that approximately 42 falsework piles, each measuring 2 feet in diameter, would be installed within the riverbed to support the temporary falsework. Approximately 28 trestle piles, each measuring 2 feet in diameter, would be installed within the riverbed to support the temporary trestle.

Pile Installation

Because of the substantial amounts of rocky materials expected at the proposed bridge location, the method of non-displacement (pre-drilling the holes before placing the piles) may be used. It is anticipated that approximately 1,000 strikes per pile would be needed to drive each pile into the ground. The depth of piles driven may vary depending on substrate composition but is assumed to be approximately 20 to 60 feet deep. It is roughly estimated that approximately 28 piles are needed for the temporary trestle and 42 piles for the falsework. It is anticipated that pile driving activities would take approximately two to three weeks to complete.

4) Construction of the New Bridge and Associated Bridge Elements

A detailed description of the new bridge can be found above under “Proposed Bridge”.

Traffic Control

During construction of the new bridge, a traffic detour would not be provided because the existing bridge would remain open to the traveling public. Upon completion of construction of the new bridge, traffic would be shifted over to the new bridge and the existing bridge would be closed to the traveling public, then dismantled and removed. One-way reversing traffic control using battery or solar powered traffic control signals or flaggers would be utilized when partial closure of the roadway is required during construction.

5) Construction of the New Retaining Wall and Bridge Rail

Soldier-Pile Retaining Wall

A new retaining wall approximately 2 feet wide x 280 feet long x up to 23 feet tall would be installed along the shoulder of the westbound lane, west of the new bridge. The retaining wall would be supported by approximately 40 drilled hole steel soldier piles, each hole measuring 3.5 feet in diameter. One-way reversing traffic control using battery or solar powered traffic control signals or flaggers would be utilized when partial closure of the roadway is required during construction.

Bridge Rail and Crash Cushions

Approximately 280 linear feet of new bridge rail would be installed atop the new retaining wall. New crash cushions would be installed along the eastbound lane east and west of the new bridge and along the westbound lane, and east and west of the new bridge.

6) Construction of the New Road Alignment, Drainage Facilities, and Signs

Pavement Work

A new structural section on the approaches to the new bridge would be constructed on a realigned roadway shifted slightly to the northeast. Approximately 1,173 feet or 0.22 miles of the roadway would be realigned. The realignment would begin approximately 451 feet before the new bridge and approximately 722 feet beyond the new bridge. The realigned roadway would include two 12-foot-wide paved travel lanes, each lane with up to an 8-foot-wide paved shoulder.

All existing asphalt pavement outside the new roadway would be removed on SR 96 from PM 71.07 to PM 71.45.

Transportation Management System

New Transportation Management System (TMS) loops and pull boxes would be installed underground in the new roadway alignment on SR 96 at PM 71.31 and PM 71.36. New TMS loops and pull boxes would be battery powered and would not require trenching to tie into an existing electrical power supply.

Drainage Facilities

An existing 18-inch-diameter x 42-foot-long corrugated steel pipe culvert at PM 71.20 would be extended 17 feet to the north side of the road. No end treatments are proposed.

Signs and Delineation

- Relocate two bridge signs from the existing bridge to the new bridge.
- Replace existing object markers and delineators with metal posts per the *California Manual on Uniform Traffic Control Devices*.
- Place thermoplastic for all traffic striping and pavement markings.

7) Removal of the Existing Bridge and Associated Bridge Elements

The contractor would prepare a Bridge Demolition Plan for approval by Caltrans. The existing bridge would likely be removed in sections from the top down. Following removal of the bridge rail, the superstructure would be removed. The contractor is expected to remove the existing bridge by saw-cutting the deck, pulling back from the truss, removing the truss section with the use of cranes, then removing the bridge superstructure starting in the center and working outward to the abutments. Next, removal of the abutments and piers would require breaking the abutments and piers into small, manageable concrete and rebar pieces that can be removed by an excavator or other mobile construction equipment. Access to the existing piers would be from the banks, using temporary rock access roads. Excavation to one foot below the original ground or three feet below finished grade, whichever is lower, would be required to remove the abutment footings. In-water work would be dependent on the current waterline elevation.

Project Work Schedule

The project would require two seasons to construct with construction beginning in Year 2029 and ending in Year 2030. Construction would last approximately 12 months and would span 240 working days. In-water work activities in the Scott River would be conducted during two anticipated discrete periods. The first in-channel work period would last approximately 18 weeks of the first construction season. The second in-channel work period would last approximately 18 weeks of the second construction season. It is anticipated that construction work would be conducted during daylight hours to complete all activities associated with the bridge

replacement. Support work, such as equipment fueling or repair, may be conducted during hours of darkness in upland staging areas.

2029 Construction Season

Construction activities conducted during Year 2029 construction season would include:

- Move-in materials and equipment to staging areas (staging areas located adjacent to westbound lane, east and west of existing bridge)
- Clear and grub (new roadway alignment, access roads, abutments)
- Construct abutments – excavate, drill and pour cast-in-drilled-hole (CIDH) piles, form, place rebar, and pour abutments
- Backfilling around abutments
- In-water work to place gravel work pads to access pile and pier locations (1 week)
- In-water work to install a temporary water diversion (1-2 weeks)
- In-water work to place piles, utilizing pile driving, for falsework and trestle (2-3 weeks)
- In-water work to drill and pour CIDH piers with dewatering (2-3 weeks)
- Build trestle and falsework
- Bridge girder and deck construction
- Bridge rail
- Polyester concrete

2030 Construction Season

Construction activities conducted during Year 2030 construction season would include:

- Build retaining wall
- Construct approach slabs
- Build roadway to tie-in point – excavate and place Class II AB
- Construct anchor blocks

- Tie-in mainline and Scott River Road under reversing one-way traffic control – excavate, place Class II AB, HMA, and crash cushions
- Move traffic to new bridge
- Remove existing structure
 - Build temporary access road along eastbound lane at east end of existing structure and under structures to western pier, some in-water work (1 week)
 - Remove bridge rail and deck – deck to be removed utilizing hammers
 - Remove steel
 - Remove piers (in-water work – 1-2 weeks) and abutments – remove to one foot below ground line or three feet below finished grade, whichever is lower
 - Remove temporary access road
- Remove old roadway
- Place rock slope protection
- Signs, striping, erosion control, misc.
- Move-out

Earthwork

Earthwork would be required to construct temporary access roads, construct the new bridge, remove the existing bridge, and make other associated improvements (e.g., install a new retaining wall, realign the roadway, relocate underground utilities, install new TMS elements, and extend a culvert). Vegetation (e.g., trees and shrubs) removal would be required. Approximately 3.7 acres of topsoil is anticipated to be disturbed by construction of the project. Maximum excavation depths are estimated at approximately 30 feet deep and would be associated with work at the pier columns and abutments. Approximately 675 cubic yards of soil would be excavated, and 7,650 cubic yards of soil would be used for fill. Approximately 1.5 acres of native soil below the structural section of the roadway would be exposed by construction activities.

Impervious Surface

The project would add approximately 1.2 acres of new impervious surface where it did not previously exist (this consists of approximately 0.26 acre on the new bridge deck and approximately 0.94 acre elsewhere) and would remove approximately 0.91 acre of existing impervious surface (this consists of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere).

Permanent Stormwater Treatment Best Management Practices

The location of the project is within the jurisdiction of the North Coast Regional Water Quality Control Board (NCRWQCB). The threshold for triggering permanent stormwater treatment Best Management Practices (BMPs) within the jurisdiction of the NCRWQCB is currently 5,000 square feet if the project requires a permit from the NCRWQCB and 10,000 square feet if a permit is not required from the NCRWQCB. The threshold represents the combined acreage of (1) the acreage of native soil below the structural section of the roadway that would be exposed by construction activities and (2) the acreage of new impervious surface added within the project limits where it did not previously exist that is not excluded from the threshold calculation.

Permanent stormwater treatment Best Management Practices would be required as the combined acreage of new impervious surface that is not excluded from the threshold calculation and native soil exposed below the structural section of the roadway exceeds the threshold of 5,000 square feet for projects with a Section 401 permit. Permanent treatment BMPs that could be incorporated into the project include biostrips, bioswales, and Design Pollution Prevention Infiltration Areas (DPPIAs). These potential stormwater treatment BMP locations have been identified on the site plan along the proposed retaining wall and at the east, west, north, and southern corners of the new bridge (Appendix A).

Construction Equipment

Construction equipment would include excavators, graders, back hoes, compactors, compressors, generators, cold planers, pavers, pile drivers, drilling augers, dump trucks, haul trucks, material loaders, and tower cranes.

Staging/Stockpiling

Staging/stockpiling would occur east of the new bridge in an existing pullout north of the roadway. Staging/stockpiling would also occur west of the new bridge north of the roadway in the gravel bar.

Disposal/Borrow Sites

No borrow sites would be utilized. The project would utilize two Caltrans disposal sites, Chambers and Crocker, to dispose of excess excavated soil that cannot be reused on-site. The Chambers and Crocker disposal sites are located along SR 96 in Siskiyou County at PM 40.1 and PM 38.7, respectively, and are active disposal sites that have been previously approved for use. Construction debris that cannot be reused on-site may be recycled or disposed of at the local public landfill. Any imported fill material that may be needed would be the responsibility of the contractor and must meet Caltrans' standard specifications prior to its use. Grindings would be disposed of at a facility approved for disposing of grindings.

Utilities

Underground utilities within the project limits consist of fiber optic cables owned by AT&T Legacy and Siskiyou Telephone and are located on both sides of the roadway and cross the existing bridge in hanging conduits. Existing underground fiber optic communications would be permanently relocated underground along the new roadway alignment during construction. The fiber optic communications in hanging conduit attached to the existing bridge would be permanently relocated to the new bridge during construction. The project would not install any new utilities.

Right of Way

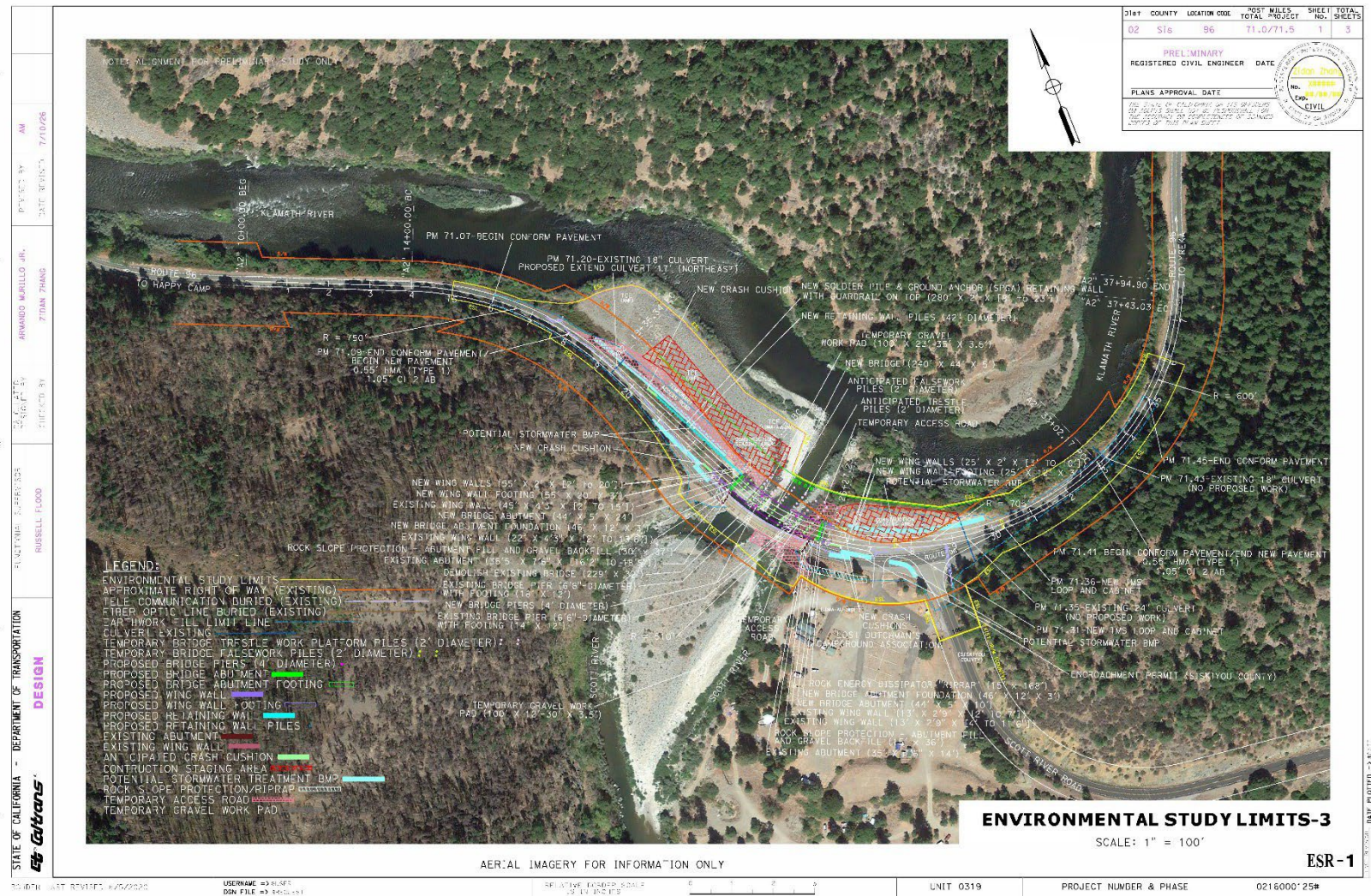
Most of the proposed work would occur within the existing Caltrans right of way. However, some work would occur outside Caltrans' right of way. Temporary construction easements (TCEs) would be needed for work occurring outside the existing Caltrans right of way. TCEs would be needed for use of the staging/stockpiling area west of the new bridge on land owned by the U.S. Forest Service and the Lost Dutchman's Mining Association, and for work on land owned by Siskiyou County just south of the intersection of SR 96 and Scott River Road (a permit to enter and construct would also be needed for work at this location).

Work on U.S. Forest Service land that is managed by the Klamath National Forest would occur inside the existing Caltrans right of way along the east and west approaches to the new bridge and outside the existing Caltrans right of way at the staging area west of the new bridge. Work on U.S. Forest Service land may require a Special Use Permit from the U.S. Forest Service for work occurring outside Caltrans' right of way and potentially a Letter of Concurrence from the U.S. Forest Service for work occurring inside Caltrans' right of way. Work on county land may require an encroachment permit.

Approximately 1.2 acres of right of way would be permanently acquired along the north side of SR 96 to accommodate the new roadway alignment. This includes approximately 0.9 acre of right of way that would be permanently acquired from a parcel owned by the Lost Dutchman's Mining Association and approximately 0.3 acre of right of way that would be permanently acquired from a parcel owned by the U.S. Forest Service.

A site plan is shown below in Figure 4 and included with the project layouts in Appendix A.

Figure 4. Site Plan



No-Build Alternative

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

Alternatives Considered but Eliminated from Further Consideration

One additional alternative, bridge rehabilitation, was considered during early project scoping, but was eliminated from further consideration prior to preparation of the Initial Study because it was determined that bridge rehabilitation would require extensive widening to accommodate traffic and worker safety. Widening would require the construction of an additional pier and retrofit for seismic resiliency, significantly increasing costs during construction and impacting environmental resources. While replacement of the bridge would incur slightly higher upfront costs, replacement of the bridge would offer faster construction, thus avoiding traffic disruptions, a safer structure that complies with modern design requirements and requires less maintenance, and minimized environmental impacts. For this reason, the bridge rehabilitation alternative was eliminated from further consideration.

General Plan Description, Zoning, and Surrounding Land Uses

The project is located on SR 96 in a rural part of Siskiyou County. The community nearest to the project is Hamburg, which is approximately two miles to the west. The next closest community is Scott Bar, which is approximately three miles to the south. The project is subject to the *Siskiyou County General Plan* (County of Siskiyou 1973). Zoning within the Environmental Study Limits is designated as “Rural Residential Agricultural District” and “Highway Commercial District”. The Rural Residential Agricultural District designation is intended to provide an area where rural residential uses can be compatibly mixed with commercial agricultural activities. The Commercial Highway District designation is intended for commercial uses to serve the highway traveler. Land use within and adjacent to the Environmental Study Limits is primarily recreational. The project is consistent with existing zoning, plans, and other applicable land use controls (CEQA Guidelines Section 15063(d)(5)).

1.3 Permits and Approvals Needed

Construction of the project would require permits from the United States Army Corps of Engineers (USACE), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), and the North Coast Regional Water Quality Control Board (NCRWQCB). Table 2 below indicates the permitting agency, permits/approvals and status of permits required for the project.

In addition, a Notice of Intent would need to be filed with the State Water Resources Control Board to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (the permit regulates the discharge of stormwater runoff from construction sites). Work occurring outside Caltrans' right of way would require temporary construction easements and a permit to enter and construct at one location. Work on federal land may require a Special Use Permit from the U.S. Forest Service for work occurring outside Caltrans' right of way and potentially a Letter of Concurrence for work occurring inside Caltrans' right of way. Following approval of the Project Report, the California Transportation Commission would vote to approve funding for the project.

Table 2. Agency, Permit/Approval, and Status

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers (USACE)	Nationwide Permit	Permit application would be submitted after approval of the Project Report and permit would be obtained prior to advertising the project.
National Marine Fisheries Service (NMFS)	Section 7 consultation	Caltrans plans to submit a Biological Assessment (BA) to NMFS in the summer of 2026. Caltrans anticipates the issuance of a Biological Opinion (BO) by NMFS prior to advertising the project.
California Department of Fish and Wildlife (CDFW)	Lake and Streambed Alteration Agreement	Permit application would be submitted after approval of the Project Report and permit would be obtained prior to advertising the project.
North Coast Regional Water Quality Control Board (NCRWQCB)	Water Quality Certification	Permit application would be submitted after approval of the Project Report and permit would be obtained prior to advertising the project.
North Coast Regional Water Quality Control Board	Notice of Intent	A Notice of Intent to obtain NPDES coverage under the Construction General Permit will be filed prior to advertising the project.

Agency	Permit/Approval	Status
California Natural Resources Agency (formerly known as the California Resources Agency), Klamath National Forest, Bureau of Land Management (BLM), Quartz Valley Indian Reservation, Karuk Tribe, Hoopa Valley Indian Reservation, and Yurok Tribe	Wild and Scenic Rivers coordination	A request for concurrence that the project would minimally impact the free-flowing characteristics of the Scott River but would not have an adverse effect on the free-flowing characteristics of the Scott River or alter the river segment's designation of "Wild", "Scenic", or "Recreational" was sent to the river managing agencies on June 10, 11, and 12, 2025. The Bureau of Land Management (BLM) responded on July 11, 2025, and stated that in accordance with an expired 2018 Memorandum of Understanding between the National Park Service (NPS), the U.S. Forest Service (USFS), and BLM, the river managing agency for that section of the Scott River is the Klamath National Forest. The Klamath National Forest was notified on July 10, 2025; however, no response was received within 30 days. The Quartz Valley Indian Reservation responded on June 12, 2025, and inquired into why the Hoopa Valley Indian Reservation is involved in the project. Additionally, Quartz Valley copied California Department of Fish and Wildlife staff and inquired into the types of monitoring methods used for spawning salmonids. Caltrans provided a response on June 12, 2025, stating that this consultation is only in regard to the Scott River Bridge Project and its potential effects on the free-flowing characteristics of the Klamath River System in accordance with the Wild and Scenic Rivers Act; however, the project will be addressing any potential impacts to special status fish species in accordance with federal and State laws including NEPA, CEQA, CESA, and FESA. No further correspondence from the Quartz Valley Indian Reservation was received.

Agency	Permit/Approval	Status
		No response was received from the Bureau of Land Management, California Resources Agency, Hoopa Valley Indian Reservation, Karuk Tribe, and Yurok Tribe.
Klamath National Forest	Section 4(f) coordination	A letter initiating coordination was sent to the Klamath National Forest (KNF) on July 23, 2025. The KNF responded with receipt of the email and letter on July 23, 2025. Follow up with the Klamath National Forest occurred on August 12 and August 27, 2025. On August 27, 2025, Caltrans' received an email from a Klamath National Forest employee, John Thornton, and the Deputy Forest Supervisor, Kristen Sexton, that they approve of the project and concur with the finding.
U.S. Forest Service	Special Use Permit and potentially a Letter of Concurrence	Permit application would be submitted after approval of the Project Report and permit would be obtained prior to advertising the project.
California Transportation Commission	Vote to approve funds	A vote to approve funding for the project would be needed after approval of the Project Report and permit would be obtained prior to advertising the project.

Projects affecting Wild and Scenic Rivers are subject to the National Wild and Scenic Rivers Act (16 United States Code [USC] 1271) and the California Wild and Scenic Rivers Act (California Public Resources Code [PRC] § 5093.50 et seq.). See Appendix D for more information.

For projects that have federal funds involved, Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 prohibits the Federal Transit Administration and other USDOT agencies from using land from publicly owned parks, recreation areas (including recreational trails), wildlife and water fowl refuges, or public and private historic properties, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such a use. This project has federal funds and would require the temporary use of a Section 4(f) resource. See Appendix F for more information.

1.4 Standard Measures and Best Management Practices Included in All Alternatives

Under the California Environmental Quality Act (CEQA), “mitigation” is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. They predate the project’s proposal, and apply to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed in relevant sections of Chapter 2.

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

Aesthetics Resources

- AR-1:** Where feasible, aesthetic treatments consistent with the surrounding physical setting would be included for the bridge, retaining wall, railings, and guardrails.
- 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 temporary, and directed specifically on the portion of the work area actively under construction.

- 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: 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 15 and February 15). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- B. A Bird Exclusion Plan would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle birds or bats. Exclusion devices would be installed outside of the breeding season (September 15 through February 15) 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 structures 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 16 through September 14 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 due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.
- 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 the 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. Bat exclusion devices may be installed a minimum of 2 hours after sunset, and have several devices with one-way exit doors when the minimum air temperature is above 45 degrees Fahrenheit, between September 15 to November 15, if bats are not found to be occupying the bridge during this period. If bats are found to be occupying the bridge, and displaying reduced activity in preparation for winter hibernation, then exclusion devices may not be installed until March 1 to March 31.
- 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 hydrophones would be deployed, techniques for gathering and analyzing data, quality control measures, and reporting protocols.
- H. To reduce potential hydroacoustic impacts to anadromous species due to impact pile driving, a sound-attenuation system may be implemented. The sound attenuation system would be used for piles installed in water by impact hammer. If the sound attenuation system fails, pile driving would stop immediately and not resume until the system is operational. Types of sound attenuation system include, but are not limited to:
 - a) Confined bubble curtain
 - b) Unconfined bubble curtain
 - c) Isolation casings
- I. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors (e.g., amphibians, fish). To ensure adherence to permit conditions, the biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, 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.

- J. 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-4 Wetlands and Other Waters.
- K. 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.
- L. A Limited Operating Period would be observed, whereby all in-stream work below ordinary high water (OHW) would be restricted to the period between June 15 and September 30 to protect water quality and vulnerable life stages of sensitive fish species.

BR-2: Invasive Species

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

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.
- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* (CDFW 2016) for all field gear and equipment in contact with water.

BR-3: Plant Species, Sensitive Natural Communities, and ESHA

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

BR-4: Wetlands and Other Waters

- A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. 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 September 30 to protect water quality and vulnerable life stages of sensitive fish species (see also BR-1).

Construction activities restricted to this period include any work below ordinary high water (OHW). Construction activities performed above the ordinary high water mark (OHWM) 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) or Water Pollution Control Program (WPCP), and/or project permit requirements.

C. See BR-3 for Temporary High Visibility Fencing (THVF) information.

Cultural Resources

CR-1: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-2: If human remains and related items are discovered on private or state land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10.

All work in the vicinity of the discovery will be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

- GS-1:** The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.
- GS-2:** In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

- GHG-1:** Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).
- GHG-2:** Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.
- GHG-3:** Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).
- GHG-4:** Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

- GHG-5:** All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO₂. This replanting would help offset any potential CO₂ emissions increase.
- GHG-6:** Pedestrian and bicycle access would be maintained on State Route 96 during project activities.
- GHG-7:** 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.
- GHG-8:** 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.
- GHG-9:** Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- GHG-10:** 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.
- GHG-11:** Maintain equipment in proper tune and working condition.

Hazardous Waste and Material

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

- HW-2:** When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision “Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue” (SSP 14-11.12).
- HW-3:** If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification “Treated Wood Waste.”
- HW-4:** If asbestos-containing material is removed during this project, it would be removed and disposed of in accordance with Standard Special Provision (SSP) 14-11.10 “Naturally Occurring Asbestos” and SSP 14–11.16 “Asbestos-containing Construction Materials in Bridges.”

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.

Noise

- N-1:** Noise resulting from work activities will be monitored and controlled to not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. in accordance with Caltrans Standard Specification Section 14-8.01 “Noise Control”.
- N-2:** Operation of the following tools will be limited to daytime hours: pile driver, jackhammer, concrete saw, pneumatic tools, and demolition equipment.
- N-3:** Stationary equipment, such as compressors and generators, will be shielded and located as far away from residential and park uses as practical.
- N-4:** Equipment and materials storage sites will be located as far away from residential and park uses as practicable.

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 State Route 96 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 the very high California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

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

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

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.

- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of 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.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.

- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

1.5 Discussion of the NEPA Categorical Exclusion

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

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	Yes
Air Quality	Yes
Biological Resources	Yes
Cultural Resources	No
Energy	Yes
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	Yes
Population and Housing	No
Public Services	Yes
Recreation	Yes
Transportation	Yes
Tribal Cultural Resources	No
Utilities and Service Systems	Yes
Wildfire	Yes
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 considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

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

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

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

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

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and 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 as a whole. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a “less than significant” determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered “significant.”

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

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B)).

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

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

No-Build Alternative

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

Definitions of Project Parameters

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

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

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

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

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

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

For this project, the BSA is defined as a 0.25-mile buffer around the ESL of the proposed project. The BSA was chosen based on the potential indirect impacts, the scope of work, topography, silt migration downstream, and the greatest anticipated noise and dust impact potentially generated by construction activities.

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?	No	No	Yes	No
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No	No	No	Yes
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?	No	No	Yes	No
Would the project: d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No	No	No	Yes

Regulatory Setting

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

Affected Environment

The project is located on State Route (SR) 96 in a rural part of western Siskiyou County. State Route 96 is situated within a rugged canyon carved by the Klamath River. In general, the highway affords the traveling public extensive views of the Klamath River and mountains between Willow Creek and Interstate 5 (Caltrans 2026a). State Route 96 is not an officially designated scenic highway; however, it is eligible for listing and is federally designated as the State of Jefferson Scenic Byway (Caltrans 2026a).

The aesthetics of the Environmental Study Limits have been affected by a variety of activities over the years, including construction of roads (SR 96 and Scott River Road) and the Scott River Bridge, installation of signage along road shoulders, construction of a vehicle turnout along the westbound lane of SR 96 just east of the Scott River Bridge, and development of a private campground adjacent to the intersection of SR 96 and Scott River Road. More recently, the aesthetics of the Environmental Study Limits have been affected by wildfire. Review of CAL FIRE's historic fire mapper (CAL FIRE 2025a) found that the Environmental Study Limits have experienced three wildfires since 2014. In 2014, the Frying Pan Fire burned adjacent forest lands to the north of the Environmental Study Limits. In 2016, the Gap Fire burned a portion of the Environmental Study Limits and vicinity. In 2023, the Head Fire burned most of the Environmental Study Limits and vicinity.

Scenic resources present within the Environmental Study Limits are limited to the Scott River. Scenic resources nearby include the Scott River (upriver and downriver of the Environmental Study Limits), the Klamath River, the Klamath Mountains, and Klamath National Forest (Caltrans 2026a). These scenic resources can be viewed by the traveling public from the roadway.

Environmental Consequences

Project features that would impact the aesthetics of the Environmental Study Limits include replacing the existing bridge over the Scott River with a new (slightly larger) bridge on a new alignment shifted slightly to the north and construction of a new retaining wall west of the new bridge. These features would be visible to the traveling public primarily during daytime. The project would minimally affect scenic vistas as viewed by the traveling public, would minimally degrade the existing visual character of the site, and minimally affect the quality of public views of the site and

its surroundings. The project would not introduce any new sources of light or new glare within the Environmental Study Limits. Implementation of the following Caltrans Standard Measures and Best Management Practices would ensure that any impacts on aesthetics would be minimal:

- AR-1:** Where feasible, aesthetic treatments consistent with the surrounding physical setting would be included for the bridge, retaining wall, railings, and guardrails.
- 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 temporary, and directed specifically on the portion of the work area actively under construction.
- 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.

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.1—Aesthetics

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

Less Than Significant Impact. A scenic vista is defined as a publicly accessible viewpoint that provides expansive views of a highly valued landscape. In addition, some scenic vistas are officially designated by public agencies or informally designated by tourists and tourist guides. A substantial adverse effect on a scenic vista would be excessive visual obstruction of a scenic viewpoint.

Within the project limits, the most prominent scenic viewpoints would have minimal visual obstruction since the new bridge would be constructed on a new alignment shifted slightly to the northeast with a minor increase in size and two additional pier columns. Pedestrian access to viewpoints is located primarily in proximity of the Klamath River and Scott River for neighbors and other recreationists. The two additional pier columns would minimally obstruct views from underneath the new bridge. Vehicular access to viewpoints is primarily within the proximity of Scott River Bridge for eastbound and westbound travelers.

The project would minimally affect scenic vistas as viewed by the traveling public. With implementation of Caltrans Standard Measures (Section 1.4) to minimize the effects of these impacts on aesthetics, the project would not have a substantial adverse effect on a scenic vista. Therefore, impacts would be less than significant.

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

No Impact. The project site is not located on an officially designated state scenic highway. As such, the project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, there would be no impact.

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

Less Than Significant Impact. The project is located in a non-urbanized area along an existing two-lane section of SR 96 that was previously burned during the 2023 Head Fire. The proposed project would include minor removal of existing landscape to accommodate a slightly larger bridge on a new alignment shifted slightly to the north and widening of road shoulders. Additionally, approaches to the new bridge would be on a realigned roadway shifted slightly to the northeast, and would include a new retaining wall along the shoulder of the westbound lane west of the new bridge. These proposed features would minimally degrade the existing visual character of the site and minimally affect the quality of public views of the site and its surroundings.

With implementation of Caltrans Standard Measures (Section 1.4) to minimize impacts on aesthetics, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, impacts would be less than significant.

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

No Impact. As the project would not introduce any new sources of light or glare within the Environmental Study Limits, it would not adversely affect day or nighttime views in the area. Therefore, there would be no impact.

2.2 Agriculture and Forest Resources

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No	No	No	Yes
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No	No	No	Yes
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))?	No	No	No	Yes

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

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 (California Government Code Sections 51100 et seq.) which was enacted to preserve forest resources. Similar to 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.

Affected Environment

The project is located in the Klamath Mountains, which are generally characterized by steep forested slopes and deep river valleys. The project is located near the confluence of the Scott River and the Klamath River. The topography within and adjacent to the Environmental Study Limits is mostly level, although hills with moderate slope are present east and west of the Scott River Bridge south of the roadway. There is no prime farmland, unique farmland, or farmland of statewide importance within the Environmental Study Limits (California Department of Conservation 2025a), nor are there any properties within the Environmental Study Limits that are enrolled in a Williamson Act contract (California Department of Conservation 2025b).

Zoning within the Environmental Study Limits is designated as Rural Residential Agricultural District and Highway Commercial District. The Rural Residential Agricultural District designation is intended to provide an area where rural residential uses can be compatibly mixed with commercial agricultural activities. The Highway Commercial District designation is intended for commercial uses to serve the highway traveler. No commercial agricultural operations occur within the Environmental Study Limits.

Environmental Consequences

The project would not affect prime farmland, unique farmland, or farmland of statewide importance, nor would it affect any land enrolled in a Williamson Act contract. A minimal amount of forest land within Caltrans' right of way is within the Rural Residential Agricultural District and would be converted to accommodate widened road shoulders.

Avoidance, Minimization and Mitigation Measures

Given that a minimal amount of forest land would be converted to a non-forest use and taking into account the vast extent of forest land elsewhere in the region, no avoidance, minimization, or mitigation measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.2—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. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) is present within the Environmental Study Limits. As such, the project would not 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. Therefore, there would be no impact.

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

No Impact. The project is compatible with existing land uses and would not change existing zoning or affect lands enrolled in a Williamson Act contract because the bridge is being minimally realigned to accommodate widening. As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, there would be no impact.

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

No Impact. The project is compatible with existing land uses and would not change existing zoning because the bridge is being minimally realigned to accommodate widening. As such, the project would not 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)). Therefore, there would be no impact.

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

Less Than Significant Impact. A minimal amount of forest land (as defined in Public Resources Code Section 12220(g)) located within Caltrans' right of way would be converted to accommodate widened road shoulders; therefore, the project would result in the loss of forest land or conversion of forest land to non-forest use. However, the forest land to be converted is minimal and represents a small percentage of the total forest land in the county. Furthermore, conversion of the forest land would be subject to California Forest Practices Rules (CAL FIRE 2025b). Therefore, impacts would be less than significant.

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 project would not 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. Therefore, there would be no impact.

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?	No	No	No	Yes
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?	No	No	No	Yes
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?	No	No	Yes	No
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No	No	Yes	No

Regulatory Setting

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

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under NEPA. In addition to this analysis, a parallel “Conformity” requirement under the federal CAA also applies. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards (NAAQS) and do not apply at all for state standards regardless of the status of the area.

Affected Environment

The project is located in the Klamath Mountains in Siskiyou County. The climate in the project vicinity is characterized by warm summers and wet winters with occasional snowfall. The average annual precipitation recorded at the Happy Camp Ranger Station between years 1914 and 2016 is 49.47 inches (Western Regional Climate Center 2023). Wind direction and strength varies seasonally in the project vicinity. In spring, prevailing winds are generally from the northwest. In winter, storms moving westward across northern California bring strong winds to the area. Inversion layers, which are common in winter, occur when a layer of warm air overlies a layer of dense cold air and prevents atmospheric mixing. If the trapped cold air contains large quantities of pollutants, air quality can be substantially impaired.

The project is located in the Northeast Plateau Air Basin and is within the jurisdiction of the Siskiyou County Air Pollution Control District (SCAPCD) and CARB. The SCAPCD is the primary local agency responsible for regional air quality planning, monitoring, and stationary source and facility permitting in accordance with standards set by the CARB. The SCAPCD also issues rules and regulations setting specific standards of operation, defining permit requirements, and setting emission limits.

The project is in an attainment/unclassified area for all current National Ambient Air Quality Standards. Therefore, conformity requirements do not apply. Construction activities would not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)). With regard to state air quality standards, the project is located in an attainment/unclassified area for all criteria pollutants.

In air quality studies, sensitive receptors include hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants. Sensitive receptors that are present within or adjacent to the Environmental Study Limits include a private campground owned and operated by the Lost Dutchman's Mining Association. Sensitive receptors in the project vicinity include a private residence approximately one-quarter mile to the southeast.

Environmental Consequences

The Air Quality/Greenhouse Gas Analysis prepared for the project concluded that because the project is not a capacity-increasing project, no long-term impacts on air quality resulting from operation of the project would occur (Caltrans 2026b). However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction-related activities. Emissions from construction equipment also are expected and would include carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter. Ozone (O₃) is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction typically involves clearing, cut-and-fill activities, grading, removing or improving existing roadways, building bridges, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities could temporarily generate enough PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, and VOCs to be of concern. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the U.S. EPA to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications (Section 1.4) on dust minimization require use of water or dust palliative compounds and would reduce potential fugitive dust emissions during construction.

In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, Sulphur Dioxide (SO₂), NO_x, VOCs and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Under California law and CARB regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel (not more than 15 ppm sulfur), so SO₂-related issues due to diesel exhaust would be minimal.

Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases.

Implementation of the following Caltrans Standard Measures would ensure that any impacts on air quality during construction would be minimal:

- GHG-1:** Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).
- GHG-2:** Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

- GHG-3:** Caltrans Standard Specification “Emissions Reduction” ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).
- GHG-4:** Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.
- GHG-5:** All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO₂. This replanting would help offset any potential CO₂ emissions increase.
- GHG-6:** Pedestrian and bicycle access would be maintained on State Route 96 during project activities.
- GHG-7:** 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.
- GHG-8:** 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.
- GHG-9:** Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- GHG-10:** 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.
- GHG-11:** Maintain equipment in proper tune and working condition.

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.3—Air Quality

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

No Impact. As discussed above, Siskiyou County is currently in attainment or unclassified status for all federal and state criteria pollutants and therefore is not required to have a local air quality attainment plan. Nonetheless, SCAPCD implements rules and regulations regarding air emissions, and monitors compliance with such rules and regulations. The project is compatible with SCAPCD's rules and regulations because long-term operation of the project would not be a source of air pollutants. Given these findings, the project would not conflict with or obstruct implementation an air quality plan. Therefore, there would be 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. The project region is in an attainment/unclassified area for all federal and state criteria pollutants. As such, the project would not 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. Therefore, there would be no impact.

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

Less Than Significant Impact. Sensitive receptors that are present within or adjacent to the Environmental Study Limits include a private campground owned and operated by the Lost Dutchman's Mining Association. Sensitive receptors in the project vicinity include a private residence approximately one-quarter mile to the southeast. Once built, the project would not be a source of air pollutants. During construction, sensitive receptors in the project vicinity could be exposed to air pollutants contained in vehicle and equipment exhaust and in dust.

With implementation of Caltrans Standard Measures to minimize impacts to air quality during construction, the project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. Sensitive receptors that are present within or adjacent to the Environmental Study Limits include a private campground owned and operated by the Lost Dutchman's Mining Association. Sensitive receptors in the project vicinity include a private residence approximately one-quarter mile to the southeast. Some phases of construction, particularly asphalt paving, may result in short-term odors in the immediate area of each paving site(s). Such odors would quickly disperse to below detectable levels as distance from the site(s) increases. Given these findings, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, impacts would be less than significant.

2.4 Biological Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	No	Yes	No	No
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?	No	No	Yes	No
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?	No	No	No	Yes
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?	No	Yes	No	No

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No	No	No	Yes
Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No	No	No	Yes

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 USFWS and NMFS candidate species, CDFW Fully Protected (FP) species, Species of Special Concern (SSC), and California Native Plant Society (CNPS) rare plants are covered in the respective Plant and Animal sections.

Sensitive Natural Communities

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

Wetlands and Other Waters

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

- Federal – Clean Water Act (CWA)—33 United States Code (USC) 1344
- Federal – Executive Order for the Protection of Wetlands (Executive Order [EO] 11990)
- State – California Fish and Game Code (CFGF)—Sections 1600–1607
- State – Porter-Cologne Water Quality Control Act—Section 3000 et seq.

Plant Species

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

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

Animal Species

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

- NEPA—40 CFR Sections 1500 through 1508
- CEQA—California Public Resources Code Sections 21000–21177

- Migratory Bird Treaty Act—16 USC Sections 703–712
- Fish and Wildlife Coordination Act—16 USC Section 661
- California Fish and Game Code Sections 1600–1603
- California Fish and Game Code Sections 4150 and 4152

Threatened and Endangered Species

The primary laws governing threatened and endangered species include:

- FESA—USC 16 Section 1531, et seq. See also 50 CFR Part 402
- CESA—California Fish and Game Code Section 2050, et seq.
- CESA—California Fish and Game Code Section 2080
- CEQA—California Public Resources Code Sections 21000–21177
- Magnuson-Stevens Fishery Conservation and Management Act, as amended— 16 USC Section 1801

Invasive Species

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

Affected Environment

A Natural Environment Study (NES) (Caltrans 2026c) was prepared for the project. Caltrans coordinated with fisheries biologists and water quality specialists, as well as agency personnel from USFWS, NMFS, CDFW, NCRWQCB, USACE, U.S. Forest Service, and Karuk Tribe Fisheries Program. See Chapter 3 for a summary of these coordination efforts and professional contacts.

Species lists obtained from USFWS, NMFS, CNDDDB, CNPS, and USFS are provided in Appendix B. A Regional Species Evaluation Table, which was included in the Natural Environment Study, is provided in Appendix C.

Sensitive Natural Communities

General habitats present within the Environmental Study Limits include riverine, lower montane coniferous forest, riparian habitat, and mixed hardwood. The remainder of the Environmental Study Limits consists of paved roadway and graveled roadside shoulders.

Natural Communities have been part of the natural heritage conservation triad, along with plants and animals, since the inception in 1979 of California's natural heritage program, the California Natural Diversity Database. The natural heritage conservation triad is a core biological framework used by state and provincial natural heritage programs to track and manage biodiversity. Natural community elements were at first classified according to *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986). Since the mid-1990s, CDFW and the California Native Plant Society have been working on classifying vegetation types using the state standards embodied in the Survey of California Vegetation, which comply with the National Vegetation Classification Standard. The terms "natural communities" and "vegetation types" are now used interchangeably. Natural communities with ranks of S1-S3 are considered Sensitive Natural Communities to be addressed in the environmental review processes of CEQA and its equivalents.

The Environmental Study Limits include four natural communities (vegetation types):

- *Salix Exigua Shrubland Alliance* (Sandbar Willow Thicket)
- *Quercus garryana Forest and Woodland Alliance* (Oregon White Oak Woodland and Forest)
- *Pinus ponderosa -Calocedrus decurrens - Pseudotsuga menziesii Forest and Woodland Alliance* (Ponderosa Pine -Incense Cedar -Douglas Fir Forest and Woodland)
- Barren/Herbaceous

The Oregon White Oak Woodland and Forest Alliance within the Environmental Study Limits is a sensitive natural community. The Sandbar Willow Thicket Shrubland Alliance, Ponderosa Pine-Incense Cedar-Douglas Fir, and Barren/Herbaceous communities are not considered sensitive natural communities; although Sandbar Willow Thicket does function as riparian. A description of the four natural communities (vegetation types) within the Environmental Study Limits is

provided below. Riverine habitat is not considered a natural community. As such, a description of the riverine habitat within the Environmental Study Limits is provided under Wetlands and Other Waters.

Salix Exigua Shrubland Alliance (Sandbar Willow Thicket) (Riparian Habitat)

The montane riparian habitat along the Scott River is dominated by sandbar willow (*Salix exigua*) and big leaf maple (*Acer macrophyllum*). The dominant understory consists of Himalayan blackberry (*Rubus armeniacus*), wild grape (*Vitis californica*), reed canary grass (*Phalaris arundinacea*), bouncing bet (*Saponaria officinalis*), cocklebur (*Xanthium strumarium*), sedge (*Carex* sp.), and California wild rose (*Rosa californica*). This alliance is not considered state sensitive (state rarity 4.2 and global rarity rank 5).

Riparian habitat within the Environmental Study Limits is limited to the banks of the Scott River. The riparian habitat was partially burned by the Head Fire in 2023. The montane riparian habitat within the ESL is dominated by sandbar willow. The dominant understory consists of Himalayan blackberry, wild grape, and reed canary grass. The floodplain and upstream gravel bar contain scattered riparian vegetation with herbaceous upland species.

Overall, the riparian habitat along the Scott River provides high quality habitat to various wildlife species. The riparian habitat shades the Scott River, which is important to salmonids because it provides cold-water refugia during summer when water temperatures in the river begin to warm. Riparian habitats are considered Habitats of Special Concern and are protected by state laws. Impacts to riparian vegetation would be addressed in applications for a Lake and Streambed Alteration Agreement and Water Quality Certification.

Quercus garryana Forest and Woodland Alliance (Oregon White Oak Woodland and Forest)

The Oregon White Oak Woodland and Forest Alliance is associated with Ponderosa pine (*Pinus ponderosa*) and gold cup live oak (*Quercus chrysolepis*). The understory is mostly barren, exposed rock face, duff layer with scattered plants such as California poppy (*Eschscholzia californica*) and Pacific stonecrop (*Sedum spathulifolium*). This alliance is considered state sensitive (state rarity rank 3 and global rarity rank 4).

***Pinus ponderosa* -*Calocedrus decurrens* - *Pseudotsuga menziesii* Forest and Woodland Alliance (Ponderosa Pine -Incense Cedar -Douglas Fir Forest and Woodland)**

Ponderosa pine, incense cedar and Douglas fir dominate this alliance. The understory consists of narrow-leaved sword fern (*Polystichum imbricans*), Sierra gooseberry (*Ribes roezlii*), and birch leaf mountain mahogany (*Cercocarpus betuloides*). This alliance is not considered state sensitive (state rarity rank 4).

Barren/Herbaceous

The floodplains and gravel bars are covered in gravel and cobble with scattered vegetation, mostly herbaceous with a few willows. Dominated by naked buckwheat (*Eriogonum nudum*), showy milkweed (*Asclepias speciosa*), dyer's woad (*Isatis tinctorial*), yellow star thistle (*Centaurea solstitialis*), Klamathweed (*Heterotheca perforatum*), and yarrow (*Achillea millefolium*). This alliance is not considered sensitive.

Wetlands and Other Waters

No wetlands are present within the ESL. Approximately 0.7 acres of other waters (consisting of the Scott River) subject to federal and state jurisdiction are present within the Environmental Study Limits. The Scott River is one of four major tributaries of the Klamath River and has a watershed size of approximately 52,617 acres (Siskiyou Resource Conservation District 2005). The confluence of the Scott River and Klamath River is approximately 250 feet downstream of the Scott River Bridge. The Klamath River empties into the Pacific Ocean approximately 143 miles downriver. Within the Environmental Study Limits, the Scott River has cold, perennial flowing water, a moderately wide channel (ranging from 54 to 240 feet wide), and a combination of riffle/run/pool habitats (water depth within these habitats varies as flow volumes change seasonally). The substrate within the Environmental Study Limits consists predominantly of boulder and cobble, with smaller inclusions of bedrock, pebble, gravel, sand, and fines. During summer and fall, the river within the Environmental Study Limits is braided into two channels and the majority of flow is carried in the western-most channel. A large and deep pool is present just upriver of the Scott River Bridge. The reach of the Scott River within the Environmental Study Limits provides year-round habitat for fish, turtles, amphibians, and a variety of aquatic invertebrates.

Critical Habitat and Essential Fish Habitat

The reach of the Scott River within the Environmental Study Limits is designated as critical habitat for coho salmon–Southern Oregon/Northern California Coast Evolutionarily Significant Unit (ESU) and is within a hydrologic unit that is designated as essential fish habitat (EFH) for Chinook and coho salmon (NMFS 2024a).

Southern Oregon–Northern California Coast (SONCC) Coho Salmon Critical Habitat

Designated critical habitat for SONCC coho salmon is present at the Scott and Klamath rivers. The designated critical habitat for coho salmon within the ESL includes the Scott River and the riparian zone. The riparian zone within the ESL is on both sides of the Scott River, but is limited on the southwestern side upstream of the bridge as the bank is an exposed rock face. The dominant riparian vegetation mostly grows along the eastern banks of the river and becomes more scattered along the western side. Riparian vegetation provides shade for the river, woody material, and natural cover. The exposed vegetation roots within the bank also provide shelter for juvenile coho salmon. The physical and biological features for designated critical habitat occurring within the ESL are freshwater rearing habitat, freshwater migration corridors, and potential freshwater spawning sites. The migration corridor allows for upstream migration to spawning sites and downstream emigration of coho smolt and juveniles to a more desirable rearing habitat. The minimum depth of adult coho salmon to migrate upstream is 0.7'. The river splits into two and merges back into one river downstream of the bridge (herein, referred to as the refugia stream and main stream). The refugia stream has a semi-open riparian canopy with shallow water that is ideal for rearing habitat, as the juveniles are protected among the cobble-lined streambed and rooted aquatic vegetation within the riparian. The edge of the western pool within the main stream may provide a small area for a potential freshwater spawning site, but not likely as the area is small and has moderate anthropogenic disturbances that would displace the spawning redds.

The physical or biological features that are essential to the habitat types of designated critical habitat within the proposed project limits, used by coho salmon as part of its adult spawning migration and juvenile downstream emigration, include the water column, cover, food, riparian vegetation, rearing sites, and access to upstream spawning. The scattered riparian vegetation within the floodplain does not contribute to shading the river and regulating water temperatures.

Essential Fish Habitat for SONCC Coho Salmon and Upper Klamath Trinity River Chinook Salmon

Essential Fish Habitat (EFH) is defined as those waters and substrates necessary for spawning, breeding, feeding, or growth to maturity. Freshwater EFH for Pacific salmon, specifically SONCC coho salmon and Upper Klamath Trinity River (UKTR) Chinook salmon, includes waters accessible to salmon as well as most habitats that were historically accessible to salmon. It does not include areas upstream of longstanding naturally impassable barriers. Waters include aquatic areas and their associated physical, chemical, and biological properties that are used by fish and may include aquatic areas historically used by fish where the appropriate substrate includes sediment, hard bottom, structures underlying the waters, and associated biological communities required to support a sustainable fishery and the managed species' contribution to a healthy ecosystem; and spawning, breeding, feeding, or growth to maturity covers a species' full life cycle.

An adverse effect on EFH is defined as any impact that reduces the quality and/or quantity of EFH. This includes direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, species and their habitat and other ecosystem components, or reduction of the quality and/or quantity of EFH. Adverse effects may result from actions occurring within or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions. Broad categories of activities that adversely affect EFH include, but are not limited to, dredging, filling, excavation, mining, impoundment, discharge, water diversions, thermal additions, actions that contribute to non-point source pollution and sedimentation, the introduction of potentially hazardous materials, introduction of exotic species, and conversion of aquatic habitat that may eliminate, diminish, or disrupt the functions of EFH.

Additionally, loss of prey may be an adverse effect on EFH and managed species because the presence of prey makes waters and substrate function as feeding habitat, and the definition of EFH includes waters and substrate necessary for fish to feed. Therefore, actions that reduce the availability of a major prey species, either through direct harm or capture or through adverse impacts to the prey species' habitat that are known to cause a reduction in the population of the prey species, may be considered adverse effects on EFH if such actions reduce the quality of EFH.

The Scott River and Klamath River within the Biological Study Area (BSA) are primarily classified as freshwater rearing and migration areas for salmon. The riparian habitat partially shades the rivers, and exposed roots provide underwater refugia. Freshwater necessary to fish for feeding, or growth to maturity, is present in the BSA. The ESL is not suitable for spawning or breeding but does allow migration to upstream spawning and breeding freshwater habitats. Substrate necessary for fish to feed or growth to maturity is present within the ESL. Substrate suitable for spawning and breeding is not present within the ESL.

Plant Species

As documented in the Regional Species Evaluation Table provided in Appendix C, no suitable habitat is present within the ESL for non-listed (not listed as Threatened and/or Endangered) special status plant species. No non-listed special status plant species were observed during botanical field surveys nor are any expected to be present.

Animal Species

Species lists were obtained from USFWS, NMFS, CNDDDB, and USFS and are provided in Appendix B. As documented in the Regional Species Evaluation Table provided in Appendix C, the following non-listed (those not listed as Threatened and/or Endangered) special status animal species are known to be present within the Environmental Study Limits:

- Osprey (*Pandion haliaetus*)
- Yellow breasted chat (*Pandion haliaetus*)
- Klamath River lamprey (*Entosphenus similes*)
- Lower Klamath marbled sculpin (*Cottus klamathensis polyporus*)

- Pacific lamprey (*Entosphenus tridentatus*)
- Steelhead – Klamath Mountains Province Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus*)
- Highcap lanx (*Lanx alta*)
- Western pearlshell (*Margaritifera falcata*)
- Western ridged mussel (*Gonidea angulata*)
- Mexican free-tailed bat (*Tadarida brasiliensis*)
- California myotis (*Myotis californicus*)
- Little brown bat (*Myotis lucifugus*)
- Northwestern pond turtle (*Actinemys marmorata*)

In addition, the following non-listed special status animal species may potentially be present within the Environmental Study Limits:

- Northern goshawk (*Astur atricapillus*)
- Olive-sided flycatcher (*Contopus cooperi*)
- Purple martin (*Progne subis*)
- Tehama chapparal (*Trilobopsis tehamana*)
- Fisher – West Coast DPS (*Pekania pennanti*)

A variety of migratory bird species could nest in vegetation within and/or adjacent to the Environmental Study Limits. In addition, cliff swallows are known to nest on the Scott River Bridge. Biological field surveys documented the presence of active cliff swallow nests on the Scott River Bridge.

Information on the life history, habitat requirements, and survey results for special status animal species listed that are known to be present or potentially present within the Environmental Study Limits is provided below.

Osprey (Pandion haliaetus)

Osprey (*Pandion haliaetus*) are on the state Watch List. Osprey build stick nests on top of trees, snags, dead-topped trees, and man-made structures in a variety of habitats and usually near a body of water. Nests are usually within 1,312 feet of fish-producing water but may nest up to 1 mile from water (Airola and Shubert 1981). Breeding occurs from March (April) to September. During the fall/winter, this species may migrate south along the coast and western slope of Sierra Nevada in October to Central and South America. Osprey may travel up to 5 to 6 miles from the nest to fishing areas (Garber 1972). Osprey require open, clear waters such as rivers, lakes, reservoirs, bays, estuaries, and surf zones for foraging. Prey consists mostly of fish but may also be mammals, birds, reptiles, amphibians, and invertebrates.

A pair of ospreys was observed nesting within the BSA about 0.25 mile south of the bridge in the forest overlooking the Scott River, upstream of the bridge. Another year, they were observed nesting north, downstream, of the bridge in a tree on the northern side of the Klamath River.

Yellow-Breasted Chat (Pandion haliaetus)

The yellow-breasted chat (*Pandion haliaetus*) is a state Species of Special Concern. This species is associated with low, dense vegetation with an open tree canopy, including shrubby habitat along stream, swamp, and pond margins; forest edges, regenerating burned-over forest, and logged areas; and fence rows and upland thickets of recently abandoned farmland. Prefers dense riparian woodland, willow thickets, and blackberry bushes. This species occurs as a migrant and summer resident primarily from late March to late September in California. This species breeds from late April to August, with peak activity occurring between May and July.

A yellow-breasted chat was observed adjacent to the ESL in June 2025 within the riparian habitat along the Klamath River on the northeastern side of the project. Nesting was not confirmed, but it was assumed that this species would nest in the riparian habitat along the Klamath and Scott rivers.

Klamath River Lamprey (Entosphenus similes)

The Klamath River lamprey (*Entosphenus similes*) is listed as a state Species of Special Concern. Klamath River lamprey lives its entire life in fresh water, feeding off freshwater fish species. Klamath River lamprey need cold, clear water for spawning and incubation. They also require a diverse range of habitats to complete their life cycle. Adults typically use spawning gravel to build nests, while ammocoetes burrow in soft sediments for rearing. Ammocoetes also need larger substrates as they grow and algae for food in habitats with slow or moderately slow water velocities (0-10 centimeters per second; Stone and Barndt 2005).

The project is within the range of the Klamath River lamprey. The Scott and Klamath rivers provide suitable aquatic habitat. Based on what is known about lamprey spawning habitat, it was assumed lamprey could spawn in the Scott River within the range of steelhead spawning areas. There are minimal spawning gravel areas within the ESL, as it is assumed this species is unlikely to spawn in the ESL. Because this species is not anadromous it is anticipated to be present in the Scott River or Klamath River year-round.

Lower Klamath Marbled Sculpin (Cottus klamathensis polyporus)

The Lower Klamath marbled sculpin (*Cottus klamathensis polyporus*) is listed as a state species of special concern. Life history and habitat requirements of the lower Klamath marbled sculpin are not well documented, but they seem to occupy a variety of habitats. They are usually found in cobble and gravel with summer water temperatures of 46.4-75.2 degrees F. They prefer water velocities ranging from slow to swift, in streams greater than 66 feet wide. They prefer water temperatures of 50-59 degrees F. Temperatures above 59 degrees F are considered stressful for the species, while a sustained temperature of 77-80.6 degrees F are considered lethal (Moyle et al. 2008).

Marbled sculpin develop primarily from spring through fall each year, with the largest annual growth occurring in the first year of life. After two years the sculpin can reproduce, and spawning occurs from late February through March. Young sculpin are fully capable of swimming when they hatch but tend to minimize vulnerability by staying close to their redds (Moyle et al., 2008).

The project is within the range of the Lower Klamath marbled sculpin. The Scott and Klamath rivers provide suitable aquatic habitat. Visual surveys were completed and this species was not observed in Scott River. There are minimal spawning gravel areas within the ESL, as it is assumed this species is unlikely to spawn within the ESL. Because this species fish species doesn't migrate to the ocean to grow into adults, and return to freshwater to reproduce (i.e., anadromous) it is not anticipated to be present in the Scott or Klamath rivers year-round.

Pacific Lamprey (Entosphenus tridentatus)

Pacific lamprey (*Entosphenus tridentatus*) is listed as a state species of special concern and USFS-sensitive. In North America, their distribution includes major river systems, such as the Fraser, Columbia, Klamath, Trinity, Eel, and Sacramento-San Joaquin rivers, as well as most intervening streams. Adult Pacific lamprey enter fresh water and reside there anywhere from a few months to a few years prior to spawning, though spawning generally occurs in the spring following migration into fresh water (Chase 2001). Adults migrate upstream nocturnally (e.g., Potter 1980; Beamish and Levings 1991; Chase 2001) from late fall to spring. Spawning generally occurs from April to July, but regional differences have been observed. Spawning happens in low gradient stream reaches, in gravel, often at the tailouts of pools and riffles (Mattson 1949; Pletcher 1963; Kan 1975).

One Pacific lamprey was observed in the Scott River along the edge of the pool under the western side of the bridge during visual surveys conducted on October 10, 2023. The Scott and Klamath Rivers provide suitable spawning, rearing of ammocetes, and migrating corridors.

Steelhead (Oncorhynchus mykiss irideus)—Klamath Mountains Province DPS

The steelhead (*Oncorhynchus mykiss irideus*)—Klamath Mountains Province DPS is listed as a state Species of Special Concern and USFS-sensitive. Steelhead is similar to some Pacific salmon in its life cycle and ecological requirements. They are born in freshwater streams, where they spend their first one to three years living.

They then emigrate to the ocean where most of their growth occurs. After spending between one to four growing seasons in the ocean, steelhead return to their native freshwater stream to spawn. Unlike Pacific salmon, steelhead do not necessarily die after spawning and can spawn more than once.

The project is within the range of the steelhead–Klamath Mountains Province DPS. Scott River is a perennial tributary of the Klamath River and supports anadromous fish. The Scott River Bridge is approximately 300 feet upstream of the Scott/Klamath River confluence. The Klamath River also supports anadromous fish. The Scott River splits into two by a large raised cobble pile approximately 840' upstream of the Scott River Bridge, then reemerges under the bridge. The two streams will herein be referred to as the main stream and the refugia stream. The refugia stream has a semi-open canopy cover, and the main stream has an open canopy cover.

The aquatic habitat within the project limits within the main stream is classified as freshwater rearing, feeding, migration corridors, and freshwater spawning. The aquatic habitat within the project limits within the refugia stream is classified as freshwater rearing, feeding, and migration corridors. The open to semi-open riparian cover habitat along the Scott River provides shade to the waterway, and the exposed roots, boulders, and submerged logs provide underwater refugia. Minimal area with shallow fresh water and gravel necessary for spawning and breeding are present along the edge of the pool under the western portion of the bridge. However, the majority of spawning occurs much farther upstream of the bridge. The BSA allows steelhead adults access to upstream/downstream spawning and breeding freshwater habitats, plus juvenile outmigration. Substrate necessary for feeding or growth to maturity is present in the BSA.

Visual surveys for steelhead were conducted in the summer and winter. The Karuk Tribe Fisheries Department conducts fish surveys in the Scott River. Caltrans observed juvenile fish in both the main and refugia streams of the Scott River in the summer; steelhead were assumed to be present. Adult fish were observed migrating upstream in August-November; steelhead were assumed to be present.

The outmigration of juveniles from the Scott River towards the Pacific Ocean would occur within the project limits as the confluence of the Klamath River is a short distance downstream of the bridge.

Highcap Lynx (*Lanx alta*)

Highcap lanx (*Lanx alta*) is listed as a Survey and Manage species by USFWS and BLM. They are freshwater, limpet-shaped snails. They have variable conical shells, roughly 10-20 mm in length. They can be red, yellow, or brown in color with a complete circumferential muscle scar. Highcap lanx is found in large rivers and their major tributaries at low to medium elevations, spring fed lakes, and larger, slow, spring fed tributary streams. They prefer stable cobble-boulder substrate in areas with high dissolved oxygen and very high water quality.

The Scott and Klamath rivers provide suitable aquatic habitat for freshwater limpets. The ESL has suitable aquatic habitat. One empty limpet shell was found on the edge of the Scott River in a pool under the western side of the bridge. It is assumed that the shell belongs to a highcap lanx.

Western Pearlshell Mussel (*Margaritifera falcata*)

The western pearlshell mussel (*Margaritifera falcata*) is listed as a Survey and Manage species by the USFS. Western pearlshell is a bivalved freshwater mollusk. This mussel has the broadest distribution and longest lifespan of the Western U.S. freshwater mussel species. Individuals have been recorded to live in excess of 100 years old and reach sizes up to about six inches long. It is found in small streams and large rivers that support salmonid populations. These mussels are typically found at depths of 1.5 to 5 feet, and they tend to congregate in areas with boulders and gravel substrate, with some sand, silt, and clay. These mussels occur in waterways with low velocities and stable substrates and are frequently found in eddies or pools and areas with stones or boulders that likely shelter mussel beds from scour during flood events. This species appears to be intolerant of sedimentation.

Freshwater mussels have a complex life cycle. They have separate sexes, although hermaphrodites (individuals with male and female traits that are capable of self-fertilization) have been documented for some North American species, including the western pearlshell. During breeding, males release sperm into the water and females filter it from the water for fertilization to occur.

Embryos develop into larvae called glochidia, which are released into the water and must encounter and attach to a fin or gill filaments of host fish. Glochidia form a cyst around themselves and remain on a host for several weeks. They subsequently are released from the host fish and sink to the bottom, burrow in the sediment, and remain buried until they mature.

Western pearlshell mussels rely on host fishes to reproduce and disperse. Because freshwater mussels are not able to move far on their own, their association with fish allows them to colonize new areas or repopulate areas from which they have been locally extinct (extirpated). During their lives, mussels may move less than a few yards from the spot where they first landed after dropping from their host fish. Documented host fishes for western pearlshells include cutthroat trout, rainbow/steelhead trout, Chinook salmon, and brown trout; a number of other fish are considered potential hosts.

The Scott River provides suitable aquatic habitat for western pearlshell. Visual surveys for aquatic mollusks occurred within the Scott River under the bridge and along the edges of the river. Numerous live and dead mussels were found within the ESL and upstream of the bridge along the cobble bars. Adults and juveniles were found. It is presumed that the mussels observed were Western pearlshell mussels.

Western Ridged Mussel

The Western ridged mussel (*Gonidea angulata*) is listed as a Survey and Manage species by the USFS. This freshwater mussel inhabits cold creeks and streams from low to midelevations. Hardhead, pit sculpin, and tule perch are documented fish hosts for the western ridged mussel in northern California, although little is known about the fish species that serve as hosts for this mussel throughout other parts of its range. This species occurs on the bottom of streams, rivers, and lakes with substrates that vary from gravel to firm mud, and includes at least some sand, silt, or clay.

The Scott River provides suitable aquatic habitat for Western ridged mussel. Visual surveys for aquatic mollusks occurred within the Scott River under the bridge and along the edges of the river. Numerous live and dead mussels were found within the ESL and upstream of the bridge along the cobble bars. Adults and juveniles were found. It is assumed that the mussels observed were Western pearlshell mussels and not Western ridged mussel.

Bats

The Mexican free-tailed bat (*Tadarida brasiliensis*) is not considered a Species of Special Concern and is not listed under federal or state (California) endangered species legislation.

The Mexican free-tailed bat most commonly uses natural roosts such as caves and rock crevices on cliff faces. This species also roosts in abandoned mines and tunnels, highway bridges and large culverts, buildings, and bat houses. Maternity roosts are usually warmer and larger than bachelor or non-reproductive female roosts. Mexican free-tailed bats will, during spring cold snaps, take refuge in cliff swallow nests. They often fly more than 30 miles to reach foraging areas. Such flight is rapid, direct, and often involves gliding.

This species consumes a large variety of agricultural pests, mostly moths, but also flying ants, weevils, stinkbugs, and ground beetles. They are primarily migratory, with large numbers of females returning to large, warm caves in Texas, New Mexico, Arizona, and Oklahoma each spring. Large aggregations (i.e., greater than 1,000) of non-hibernating Mexican free-tailed bats overwinter in bridges along the coast and portions of the Central Valley (Johnston et al., 2004). Pups are usually born between mid-June and mid-July.

California myotis (*Myotis californicus*) is not considered a Species of Special Concern by CDFW and is not listed under federal or state (California) endangered species legislation. This species is found in desert scrub, oak, and ponderosa pine woodlands. Throughout its range, it roosts beneath loose bark and in crevices of old, dead, and dying trees. It also forms small maternity colonies in cliffs, buildings, and bridges. California myotis switch roosts on a regular basis, sometimes within a few feet, sometimes up to a mile apart. Roost-switching may aid the bats in finding ideal roost temperatures and avoiding predators and parasites. In most cases, roosts are located near feeding areas. These bats are among North America's smallest, enabling them to feed on especially tiny insect prey.

Little brown bat (*Myotis lucifugus*) is not considered a Species of Special Concern by CDFW and is not listed under federal or state (California) endangered species legislation. Little brown bats use a wide range of habitats, including dense forests. This species often uses human-made structures for resting and maternity sites. They typically roost in caves and mines in the winter, and can be found in trees, artificial

structures, bat houses, under rocks, and in piles of wood in the summer. Foraging habitat requirements are generalized, occurring primarily over streams and other bodies of water, along the margins of lakes and streams, or in woodlands near water. Winter hibernation sites like caves, tunnels, and abandoned mines generally have a relatively stable temperature of about 35.6 to 53.6 degrees Fahrenheit (2 to 12 degrees Celsius), as documented by T. H. Kunz and J. D. Reichard in 2010 (Kunz and Reichard 2010). Maternity colonies commonly are in warm sites in buildings, like attics, bat houses, other human structures, and, infrequently, in hollow trees.

The Scott River Bridge provides suitable maternal/day roosts within the joint seals and crevices at the abutments. Trees within the surrounding forest may be suitable for day roosts; however, much of the surrounding forest was burned in a wildfire, reducing foliage. The bridge provides suitable night roosting for bats foraging over the Scott River and the associated riparian. The exposed rock face on the western side of the project could have a few day-roosting bats in the crevices of the boulders, but this was not confirmed. It is unknown whether a few individual bats enter a state of energy conservation, torpor, in the Scott River bridge over the winter.

Day surveys were conducted to look for evidence of bats, such as bats, guano, urine stains, and chatter, within the bridge. Guano was observed under the Scott River Bridge below the joint seals on the underside of the bridge. The majority of bats were located in the eastern joint seal near the bridge pier. Bat chatter was heard from the joint seal, and physical bats within the joint seal were observed during the summer months until late August/early September. A little guano and urine stains were also observed on the concrete of the bridge abutments under the bridge.

Following survey protocol, night flyout surveys were conducted by Caltrans Biologists on July 30, 2024, at the Scott River Bridge. Bats were observed day/maternal/night roosting in Scott River Bridge within joint seals and crevices at abutments. Approximately 150 or more bats were counted flying out of the Scott River Bridge. The vast majority of bats were day/maternal roosting near the eastern bridge pier joint seal. But they were also using the western joint seal and abutments. Bats were also observed foraging over the Scott River and night roosting on/in the bridge.

A second night flyout survey was conducted to use the Sonobat software to conduct acoustical surveys to determine the species of bats roosting at the Scott River

Bridge on June 25, 2025. The Sonobat determined that at least three species of bats (Mexican free-tailed bat, California myotis, and little brown bat) were using the bridge as a maternal/day roost. The majority of bats species were California myotis.

Although these bat species are not considered a Species of Special Concern and is not listed under federal or state (California) endangered species legislation, existing bat habitat will be impacted by removal of the existing bridge. As described under Avoidance and Minimization Measures below, Caltrans will permanently install bat boxes on the new Scott River Bridge to offset the permanent removal of the day/maternal roost crevices that bats are using

Northwestern Pond Turtle

Northwestern pond turtle (*Actinemys marmorata*) is listed as federally proposed threatened, a state Species of Special Concern, and USFS-Sensitive. This thoroughly aquatic turtle inhabits ponds, lakes, rivers, marshes, irrigation ditches, and streams in woodland, forest, and grassland. Turtles typically bask on logs, rocks, shorelines, emergent vegetation (atmospheric basking above the water), and any other substrate located within and immediately adjacent to aquatic habitats. Basking may also occur in shallow water (aquatic basking), in a top layer of vegetative matter, or in submerged vegetation, such as algal mats. Turtles will begin basking in the spring, generally when air temperatures regularly exceed 55.0 degrees Fahrenheit (F), and under the following conditions: air temperatures 55.0–90.0 degrees F; sunny or partly sunny periods between 8 am to 12 pm, and 3 pm until an hour before dusk, with greater basking activity in the morning. Turtles may migrate from an aquatic habitat to an upland habitat during the winter to enter a state of dormancy (brumate) until spring. Brumation occurs underground, under leaf litter, other woody material in uplands, or underwater during the winter months. On warmer winter days during the brumation period, turtles may temporarily emerge and travel to water sources to bask and forage, then return to their brumation location if the weather returns to cooler temperatures.

Adults and juveniles disperse and may move up to 4.3 miles in water, within a stream. Turtles may travel up to 0.30 miles overland to reach brumation areas. During the spring, turtles emerge and travel to nearby bodies of water. Female turtles usually lay eggs at night and can travel overland up to 500 feet from a body of water; this may vary depending on the floodplain and surrounding habitat. Up to 13 eggs are laid from April to May, but turtles can lay eggs twice in one season. If their source of water dries out during the summer, turtles may enter a state of dormancy (aestivate) under vegetation, leaves, or downed woody material until a source of water is replenished by rain.

This mainly aquatic turtle was observed in the Klamath River (slightly upstream and downstream of the Klamath/Scott confluence) on multiple days/years in the summer. No turtles were observed in the Scott River, but their presence is assumed due to the observation of turtles in the Klamath River and suitable aquatic habitat in the Scott River. Turtles may use the uplands within the BSA to brumate between fall and spring and lay eggs between spring and summer. Turtles were not observed in the

uplands, but it is assumed they could use the portions of the floodplain that rarely receive water to lay eggs. There was no evidence of predated turtle nests within the uplands or floodplain near the Scott River Bridge. There is a private campground with open sunny areas southeast of the Scott River Bridge that provides suitable upland nesting and brumation habitat. The steep, barren, exposed rock faces to the southwest of the Scott River are not suitable upland habitat as they have no leaf litter or soils to dig under. The forest habitat to the southeast of the project and north of the Klamath River provides suitable upland habitat for brumation. The habitat north of the Klamath was not surveyed due to access restrictions.

Northern Goshawk

Northern goshawk (*Astur atricapillus*) is a United States Forest Service (USFS) - sensitive and state Species of Special Concern (SSC). As of 2024, this species' name changed from Northern goshawk (*Accipiter gentilis*) to American goshawk (*Astur atricapillus*), but will hereinafter be referred to as Northern goshawk (NOGO) in this report. NOGO habitat consists of four components: nesting, roosting, foraging, and dispersal. NOGO normally nest in mature to old-growth forests composed primarily of large trees with high (60 to 90%) canopy closure. Suitable stands occur in a broad range of conifer and conifer hardwood types, including Pacific ponderosa (*Pinus ponderosa*), Jeffrey pine (*Pinus jeffreyi*), lodgepole pine (*Pinus contorta*), mixed conifer, white fir (*Abies concolor*), California red fir (*Abies magnifica*), Douglas-fir (*Pseudotsuga menziesii*), and mixed Redwood-Douglas-fir-hardwood. Nest sites selected are often near the bottom of moderately sloped north-facing hills, with sparse understory, near water.

NOGO often build nests near breaks in the canopy, such as a forest trail, jeep road, or opening created by a downed tree, and prefer sites with a creek, pond, or lake nearby. Mature forests are preferred, although in California, NOGO has used young forests with sparsely distributed mature and old-growth trees with high canopy coverage (Squires and Kennedy 2006). NOGO pairs build and maintain up to eight alternate nests within their nesting area. Even with options available, they may use the same nest year after year or may switch to a new nest after a brood fails. Their preferred foraging habitat occurs in wooded areas. Nesting begins in early March or as early as February. Eggs hatch after 30 to 38 days of incubation. The young birds move to nearby branches when they are about 35 days old. Dispersal from the nest tree occurs after 65 to 95 days from hatching (Squires and Kennedy 2006). The critical nesting and fledgling period is from March 1 to August 15.

Most NOGO remain residents throughout their breeding range, but some may winter outside this area. Migration begins late August through September, with peak numbers late September to mid-November and usually ending by December. In California, they have been observed wintering in the northern Sacramento Valley and foothills of the Cascade and Sierra Nevada Mountains (Squires and Kennedy 2006).

NOGO was not observed within the BSA. The trees on the surrounding mountains provide suitable nesting and foraging habitat; however, the forest was burned in a wildfire in 2023, which left little to no trees or canopy closure. No evidence of nesting was observed within line of sight from the bridge.

Olive-Sided Flycatcher

Olive-sided flycatcher (*Contopus cooperi*) is listed as a state Species of Special Concern. This species nests in montane and northern coniferous forests along forest edges and openings. The breeding season in California extends from early May to late August. Breeding occurs in late-successional conifer forests with open canopies. This species is associated with edges, openings, fragmented clear-cuts, and natural and human-created clearings in otherwise relatively dense forests, but also occupies semi-open forests.

Olive-sided flycatchers were not observed within the BSA. The fragmented forest habitat within the BSA along SR 96 may be suitable for nesting. No evidence of nesting flycatchers were observed.

Purple Martin

The purple martin (*Progne subis*) is listed as a state Species of Special Concern. They are found in forest and woodland areas at low to intermediate elevations. Most tree nest sites are located on the upper slopes of hilly and mountainous terrain. In conifer regions, martins are most numerous in low- to mid-elevation forests (from sea level to 6000 feet), such as redwood, yellow pine, and mixed conifer. Conifer snags (occasionally dead-top trees and hardwood snags) are the most common nesting substrate. Martins select very tall and large trees with a median height of 72 feet and 46 inches diameter-at-breast-height (DBH) (Williams 1998). Martins occur as a summer resident and migrant, primarily from mid-March to late September. Breeding occurs from May (rarely late April) to mid-August (Williams 1998). Prey consists of aerial insects such as dragonflies.

The project is within the range of the purple martin. It is not known if this species is still present within this range. This species was not observed within the BSA. The forest habitat within the BSA contains a few suitable nesting trees. Burned trees from the 2023 wildfire may provide snags for future nesting.

Tehama Chaparral

Tehama chaparral (*Trilobopsis tehamana*) is listed as USFS-sensitive. This snail species is a naturally native "endemic" from Shasta, Tehama, Butte, and Siskiyou counties in California, meaning it has a restricted distribution. Usually found in rocky talus, but has also been found under leaf litter or woody debris within 100 meters of limestone outcrops.

The rock outcrops and talus within the ESL provide suitable snail habitat. Snail surveys within suitable habitat occurred in the spring and late fall after rain events when the soil was moist and humidity was high within the ESL. The surveys focused on rock outcrops and the talus mountain slope. Tehama chaparral was not found within the ESL; however, the large boulder crevices and steep mountain talus were difficult to survey. Numerous other species of snails were found within the ESL, in the riparian habitat along the Scott River and the section of rocks and boulders between the western bridge abutment and the Scott/Klamath rivers floodplain. Other snail genus found were *Monadenia* spp., *Haplotrema keepi*, *Helminthoglypta hertleini*, and *Vespericola* sp.

Fisher–West Coast DPS

The fisher (*Pekania pennanti*)–West Coast DPS is a state Species of Special Concern and USFS-Sensitive. This species is known to occur from sea level to approximately 8,530' in elevation. Resting and denning sites occur in the coniferous forest habitat with moderate to dense forest canopy and associated understory vegetation (snags, live trees, cavities, fallen trees, stumps, brush piles, tree limbs, and ground burrows). Ground burrows are mostly used during the winter. Cavities, snags, logs, and rocky areas are used for cover and denning during the breeding season. Dens in larger diameter trees need to be large enough to provide a cavity with an inside diameter of 12 inches.

The home range varies from 4.7 to 36 square miles for males and from 1.2 to 15.5 square miles for females. This species generally forages at night. Fishers are primarily carnivorous, preying on squirrels, carrion, mice, shrews, voles, birds,

porcupine, and fruits. The breeding period in California begins in late February and lasts through April. It takes nearly a year before the young are born due to delayed implantation of the fertilized egg. Females give birth between mid-March and mid-April. At about 4 months of age, kits are mobile enough to travel with their mothers. Kits may be moved to numerous den locations during this period. Kits become independent of their mother and develop their home ranges between 6 months to 1 year of age.

The BSA is within the known distribution range of this species. The mixed coniferous and mixed conifer forest provides suitable foraging and resting habitat. Caltrans biologists conducted a reconnaissance-level survey and habitat assessment. The vast majority of the forest was burned in a wildfire in 2023, leaving little to no canopy cover or foliage on the trees. The habitat was not assessed for suitability prior to the fire. There are no downed trees or live trees with small cavities that could be used for denning within the ESL. The ESL is dominantly riparian, stream, roadway, and marginal forest habitats. The project is adjacent to a campground, and the river has moderate recreational use for fishing, swimming, etc., which increases the noise disturbance associated with humans.

Threatened and Endangered Species

As documented in the Regional Species Evaluation Table provided in Appendix C, no suitable habitat is present within the Environmental Study Limits for special status plant species listed as Threatened and/or Endangered. No special status plant species listed as Threatened and/or Endangered were observed during botanical field surveys nor are any expected to be present.

As documented in the Regional Species Evaluation Table provided in Appendix C, the following special status animal species listed as Threatened and/or Endangered are known to be present within the Environmental Study Limits:

- Scott Bar salamander
- Bald eagle
- Golden eagle
- Northern spotted owl (NSO)
- Franklin's bumble bee

- Chinook salmon—Upper Klamath and Trinity Rivers (UKTR) ESU (fall-run)
- Coho salmon (*Oncorhynchus kisutch*)—Southern Oregon/Northern California Coast (SONCC) Evolutionarily Significant Unit (ESU)
- Monarch butterfly
- Western bumble bee
- Suckley's cuckoo bumble bee
- Northern California ringtail

Information on the life history, habitat requirements, and survey results for special status animal species listed as Threatened and/or Endangered that are known to be present or potentially present within the Environmental Study Limits is provided below.

Scott Bar Salamander

The Scott Bar salamander (*Plethodon asupak*) is listed as state threatened. This salamander inhabits rocky forested areas, especially thick moss-covered talus. It is found in a very small area of the Siskiyou Mountains in extreme northern Siskiyou County near the confluence of the Klamath and Scott Rivers. The elevation of the known range is approximately 1500' - 2000'.

A member of family Plethodontidae (lungless salamanders), plethodontid salamanders do not breathe through lungs. They conduct respiration through their skin and the tissues lining their mouth. This requires them to live in damp environments on land and to move about on the ground only during times of high humidity. Scott Bar salamander lay eggs in moist places on land. Mating probably occurs in the spring, with females laying eggs in underground nests in spring or early summer and brooding them until fall. The young develop in the egg and hatch directly into a tiny terrestrial salamander with the same body form as an adult. The juveniles remain underground until the following spring. Mostly active on rainy or wet nights, the activity period is probably limited to late winter and early spring, and possibly early fall, due to the summer dryness and winter freezing of the habitat. The diets consist primarily of small invertebrates, including spiders, mites, beetles, and moths (Calherps 2026).

The southwestern side of the ESL contains a mountain with an exposed rockface, with scattered conifers and hardwood, that contains marginally suitable habitat due to lack of moss/moisture. However, the area was burned in a wildfire in August 2023 which may have reduced the moss on the rocks. A narrow strip of rock outcrop on a slope between SR 96 and the Klamath/Scott river floodplain on the western end of the ESL contains marginally suitable rock habitat with crevices and mosses. There is no protocol survey for Scott Bar salamander; thus, Siskiyou Mountain salamander survey methods were used in the areas described below in November 2023 and 2025. No salamanders were observed during the 2023 and 2025 surveys. However, the surveys occurred after the wildfire, which may have impacted survey results.

North of the Klamath River and Scott River confluence, there is suitable rock talus covered in moss in a hardwood forest. Though this talus is within the BSA, surveys were not conducted due to the lack of access to the north side of the Klamath River. Also, this area is outside the ground disturbance footprint. While presence is assumed in this area, the species will not be discussed further in this report since no impacts would occur. The forested mountain upstream of the ESL and south of the Scott River contains suitable habitat, but this area is outside the ground disturbance footprint and was not surveyed.

The remainder of the ESL contains the Scott River bed, bank, gravel bar, and floodplain. These areas are not likely to be suitable for this salamander due to the inundation of water during high river flows.

Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) is federally delisted, state endangered, a state fully protected species and USFS-sensitive. Bald eagles typically select large, super-canopy roost trees that are open and accessible. Most roost trees are conifers, except in some riparian zones (Buehler 2000). During winter and inclement weather, they select protected roost sites, regardless of whether they occur in coniferous or deciduous trees. Roost trees range in diameter from 12 to 43 inches, and 49' to 147' in height. Nesting season occurs from January 1 to August 1. Nests are also built relatively close to water, usually within 1.25 miles of water with suitable foraging opportunities (Buehler 2000); however, many roosts are located more than 6 miles from foraging areas (Buehler 2000). The breeding territory of bald eagle varies; however, minimum distances between nests are typically 10 miles. Bald eagles breed between January and August, with peak activity in March and June.

Eggs are incubated for around 35 days, and fledglings can leave the nest between 8 and 14 weeks. In California, nestlings leave after about 12 weeks (Hunt et al., 1992).

Bald eagles were observed on October 10, 2023, and July 31, 2024, flying over the Scott River south of the bridge. It is unknown whether this was the same bald eagle. No nests were observed in the trees within line of sight of Scott River Bridge. Trees within the upland habitat within the BSA provide suitable nesting habitat, particularly in the southern portion of the BSA. There are no suitable nesting trees within the ESL. The majority of the forest habitat within the BSA was severely burned in a wildfire in 2023. The fire reduced the number of suitable nesting trees. The Scott and Klamath rivers provide suitable foraging habitat for bald eagles.

Golden Eagle

The golden eagle (*Aquila chrysaetos*) is protected under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act (MBTA). It is also designated by CDFW as an FP species (CDFW 2024). Golden eagles occur across the northern hemisphere and are typically observed in open and semi-open country with native vegetation and less commonly in areas with development and contiguous forest. They are primarily found among mountains up to 12,000' in elevation, including canyonlands, rimrock terrain, and riverside cliffs and bluffs. Golden eagles often nest on cliffs and steep bluffs in grassland, chaparral, shrubland, forest, and other vegetated areas (Cornell Lab of Ornithology 2025). In California, golden eagles typically nest from late January through August (CDFW 2024).

Golden eagles prey primarily on small to medium-sized mammals like hares, rabbits, ground squirrels, and marmots. This species of eagle is also capable of taking larger bird and mammal prey species such as cranes, swans, deer, and domestic livestock. They have also been known to feed on carrion (Cornell Lab of Ornithology 2024).

No golden eagles were observed near the Scott River Bridge. The trees on the surrounding mountains provide suitable nesting and foraging habitat. No evidence of nesting on the exposed rock face of the mountains or trees was observed.

Northern Spotted Owl

Northern spotted owl (NSO; *Strix occidentalis caurina*) is listed as federally threatened, state threatened, and USFS-sensitive. NSO habitat consists of four components: nesting, roosting, foraging, and dispersal. This species ranges from sea level up to approximately 7,600' in elevation. Activity Centers (AC) are the location of a nest, pair of owls, or a lone female, or multiple occurrences of a lone male. A 0.5 mile radius around the AC is considered the core. A 1.3 mile radius around the AC is considered the home range area. The actual distance of an individual/pair of owls' home range varies based on proximity to suitable foraging habitat and other needs. NSO requires blocks of 100 to 600 acres of mature forest with permanent water sources, suitable nesting trees and snags, and sufficient open space beneath the canopy for owls to fly (Forsman 1976). In northwestern California, NSO nest primarily in the broken tops, cavities, or on platforms (e.g., mistletoe brooms) of Douglas-fir (83%) and redwoods (9%), with a mean minimum DBH of 46.9 in. (Lahaye and Gutiérrez 1999). However, NSO has nested in smaller diameter trees that contain the proper structural elements. Foraging typically occurs in forested habitats near a permanent water source. NSO typically searches for food sources from a perch and then swoops or pounces on prey in vegetation or on the ground.

Protocol-level surveys for NSO were not conducted because the project does not require the removal of nesting habitat, the fire burned the lower and upper canopy, allowing for visual surveys of the trees within the majority of the BSA, and documented observations are well outside the BSA over mountain ridges. There are no known Activity Centers (nests) or documented observations within the BSA. USFWS-designated critical habitat for NSO is within the BSA on the southwestern portion, but not within the ESL.

The majority of the mountains within the BSA contain a mixed pine and fir forest that provides dispersal and foraging habitat, and possibly roosting/nesting in the southernmost section of the BSA. However, this habitat was burned in a wildfire in August 2023, reducing canopy cover and foraging opportunities. The majority of the trees within the BSA lost all leaves/needles, with a few scattered trees remaining. The rest of the BSA is riparian habitat and riverine. Within the ESL, no broken top trees or platforms suitable for nesting were observed. No signs of feathers, whitewash, or pellets were found within the ESL.

The USFS NSO habitat layer (USFS 2025) was produced using remotely gathered vegetation data, where some areas were ground-truthed against the model during site visits. As shown in Figure 11 below, based on the USFS vegetation layer, the BSA (0.25 mile) is within roosting/nesting and dispersal habitat for NSO. The ESL, where tree removal would occur, is designated as dispersal habitat. Based on the habitat assessment, there is no nesting habitat within the ESL because the habitat is mostly riparian and ruderal. Also, there is a lack of canopy cover. The majority of the BSA is dispersal habitat with firs and pines.

Franklin's Bumble Bee

Franklin's bumble bee (*Bombus franklini*) is listed as federally endangered and state candidate endangered. This bumble bee is found only from southern Oregon to northern California between the Coast and Sierra-Cascade Ranges, in Douglas, Jackson, and Josephine counties in Oregon, and Siskiyou and Trinity counties in California. They can be found in grassy coastal prairies and coast range mountain meadows, near seeps and other wet meadow environments. Habitat must include floral resources for nectaring throughout the colony cycle and relatively protected areas for breeding and sheltering. Franklin's bumble bee requires habitat with a sufficient supply of floral resources to provide continuous blooming throughout the colony season. Bumble bees are generalist foragers, gathering pollen and nectar from a wide variety of flowering plants.

The project is within the historic range of this species. Visual surveys for bumble bees, potential nesting habitat, and active nests were conducted in the summer throughout the ESL. Franklin's bumble bee was not observed. No rodent burrows or other potential nesting areas were observed in the ESL. Yellow-faced bumble bee (*Bombus vosnesenskii*) were observed in the ESL multiple times throughout different years gathering nectar within the riparian vegetation. It is not anticipated that bumble bee queens would hibernate in the ESL, as the majority of the area has flowing water and associated floodplains.

Chinook Salmon–Upper Klamath and Trinity Rivers ESU

The Chinook salmon (*Oncorhynchus tshawytscha*)–Upper Klamath-Trinity (UKTR) ESU fall-run (Pop. 30) is listed as a federal candidate, state Species of Special Concern, and USFS-Sensitive. The UKTR Chinook salmon spring-run is listed as a federal candidate, state threatened, and USFS-Sensitive. The Evolutionarily Significant Unit encompasses UKTR spring and fall Chinook salmon. UKTR spring Chinook are not reproductively isolated from UKTR fall Chinook and share most of their evolutionary heritage. The project is only within the range of the UKTR fall-run Chinook.

The project is within the range of the UKTR Chinook salmon fall run but is outside the current range of spring-run. Scott River is a perennial tributary of the Klamath River and supports anadromous fish. The Scott River Bridge is approximately 300 feet upstream of the Scott/Klamath River confluence. The Klamath River also supports anadromous fish. The Scott River splits into two by a large raised cobble pile approximately 840' upstream of the Scott River Bridge, then reemerges under the bridge. The two streams will herein be referred to as the refugia stream and main stream.

The refugia stream has a semi-open canopy cover and the main stream has an open canopy cover. The aquatic habitat that occurs within the ESL within the refugia stream is classified as freshwater rearing, feeding, and migration corridors. The aquatic habitat that occurs within the ESL within the main stream is classified as freshwater rearing, feeding, migration corridors, and freshwater spawning. The open to semi-open riparian cover habitat along the Scott River provides shade to the waterway, and the exposed roots, boulders, and submerged logs provide underwater refugia. Minimal areas with shallow freshwater and gravel necessary for spawning and breeding are present along the edge of the pool under the western portion of the bridge. However, the majority of spawning occurs much farther upstream of the bridge. The ESL allows Chinook adults access to upstream/downstream spawning and breeding freshwater habitats, plus juvenile outmigration. Substrate necessary for feeding or growth to maturity is present within the BSA.

Visual surveys for Chinook were conducted in the summer and winter. The Karuk Tribe Fisheries Department conducts fish surveys in the Scott River. Caltrans observed juvenile fish in both the refugia and main streams of the Scott River in the summer; Chinook were presumed to be present. Adult fish were observed migrating upstream in August-November; Chinook were presumed to be present.

The outmigration of juveniles from the Scott River towards the Pacific Ocean would occur within the ESL as the confluence of the Klamath River is a short distance downstream of the bridge.

Coho Salmon–Southern Oregon/Northern California Coast Evolutionarily Significant Unit

The coho salmon (*Oncorhynchus kisutch*)–Southern Oregon/Northern California Coast (SONCC) Evolutionarily Significant Unit (ESU) is listed as federally threatened and state threatened. Migrating from a marine environment into freshwater streams and rivers of their birth, they spawn only once and then die. Coho spends approximately the first half of its life cycle rearing and feeding in streams and small freshwater tributaries. Spawning habitat is in small streams with stable gravel substrates. The remainder of the life cycle is spent foraging in estuarine and marine waters of the Pacific Ocean.

Coho salmon move upstream usually after heavy fall or winter rains from September through late December when water temperatures range from 44.96 to 60.08 degrees Fahrenheit (F), there is a minimum water depth of seven inches, and streamflow velocities are less than eight feet per second (ft/s) (Bjornn and Reiser 1991). Adult coho salmon typically enter the Klamath River in early- to mid-September and peak in late September to early October. Arrival in the upper reaches of the river generally peaks in November and December. Coho arrive in the portion of the mainstem from Seiad Valley to Iron Gate Dam from the late fall through the end of December. Coho salmon are known to stage at the confluences of tributaries, holding until flows and temperatures are suitable for migration into the upper tributary spawning habitat.

As discussed above, Scott River is a perennial tributary of the Klamath River and supports anadromous fish. Within the ESL, the river splits into two and merges back into one river downstream of the bridge. The aquatic habitat that occurs within the ESL within the refugia stream of the Scott River is classified as freshwater rearing, feeding, and migration corridors. The aquatic habitat that occurs within the project limits within the main stream of the Scott River is classified as freshwater rearing, feeding, migration corridors, and freshwater spawning. There are minimal spawning gravel areas within the ESL, as it is presumed this species is unlikely to spawn within the ESL. The open to semi-open riparian cover habitat along the Scott River provides shade to the waterway and the exposed roots, boulders, and submerged logs provide underwater refugia. Minimal areas with shallow freshwater and gravel necessary for spawning and breeding are present along the edge of the pool under the western portion of the bridge. However, the majority of spawning occurs much farther upstream of the bridge. The ESL allows coho adults access to upstream/downstream spawning and breeding freshwater habitats, plus juvenile outmigration. Substrate necessary for feeding or growth to maturity is present within the BSA.

Visual surveys for coho were conducted in the summer and winter. The Karuk Tribe Fisheries Department conducts fish surveys in the Scott River. Caltrans observed juvenile fish in both the main and refugia streams of the Scott River in the summer; coho were assumed to be present. Adult fish were observed migrating upstream in August-November; coho were assumed to be present from October on.

The outmigration of juveniles from the Scott River towards the Pacific Ocean would occur within the project limits as the confluence of the Klamath River is a short distance downstream of the bridge. Furthermore, designated critical habitat for SONCC coho salmon is present at the Scott and Klamath rivers. Designated critical habitat for coho salmon within the ESL includes the Scott River and the riparian zone.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is federally proposed threatened and USFS-S. During the breeding season, monarch adults lay their eggs on milkweed (*Asclepias* spp.), and larvae emerge after 2 to 5 days (Zalucki 1982, p. 242; Secretariat of the Commission for Environmental Conservation [CEC] 2008, p. 12).

In the fall, monarchs begin migrating to their respective overwintering sites. This migration can take monarchs distances of over 2,000 miles (Urquhart and Urquhart 1978, p. 1760) and last for over 2 months (Brower 1996, p. 93). Migratory individuals in western North America generally fly shorter distances south and west to overwintering groves along the California coast into northern Baja California (Solensky 2004, p. 79). Western monarchs spend the fall and winter at tree groves along the California coast, northern Baja California, and at a few inland sites in the Saline Valley of California. These groves are populated by a variety of tree species, including blue gum eucalyptus (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), Monterey cypress (*Cupressus macrocarpa*), and others.

The project contains suitable migration and breeding habitat for monarch butterflies. Approximately six showy milkweed (*Asclepias speciosa*) were observed along the riparian zone of the Scott River, particularly the eastern side of the river. A couple of the milkweed were directly under the bridge, and the others were upstream and downstream of the bridge. The milkweed was surveyed for all life stages of the monarch butterfly, including eggs, caterpillars, chrysalids, and adults. Surveys occurred in 2024 and 2025 during the summer. Some milkweed didn't appear until 2025, as the area was burned in a wildfire in 2023, and it took time for some plants to repopulate. No life stages of the monarch butterfly were observed in the ESL.

Western Bumble Bee

Western bumble bee (WBB; *Bombus occidentalis*) is listed as state candidate endangered and USFS-sensitive. WBB was widespread and common throughout the western United States; however, since 1998, the population has declined drastically in its former range of northern California. As a generalist forager, WBB does not depend on any one flower type. WBB produces colonies annually. The queen emerges in late winter or early spring to select a nest site, which is often a pre-existing hole, such as an abandoned rodent hole in wooded areas or meadows. Several batches of 8 and 16 eggs are laid. By the time the numbers of workers equal or outnumber the young brood, new queens will take over mating with the male drones and hibernate through the winter. For more details on the life history of bumble bees refer to the Franklin's bumble bee discussion above.

The project is within the historic range of this species. Visual surveys for bumble bees, potential nesting habitat, and active nests were conducted in the summer throughout the ESL. Western bumble bee was not observed. No rodent burrows or other potential nesting areas were observed in the ESL. Yellow-faced bumble bee (*Bombus vosnesenskii*) was observed in the ESL multiple times throughout different years gathering nectar within the riparian vegetation. It is not anticipated that bumble bee queens would hibernate in the ESL, as the majority of the area has flowing water and associated floodplains which are not considered suitable habitat for bumble bees.

Suckley's Cuckoo Bumble Bee

Suckley's cuckoo bumble bee (*Bombus suckleyi*) is listed as federally proposed endangered and state candidate endangered. This bumble bee is an obligate social parasite of social bumble bees in the genus *Bombus*. Cuckoo bumble bee females emerge from hibernation in the spring, typically after their hosts, and usurp the nest of a suitable host colony, where host workers provision their young. Suckley's cuckoo bumble bee is described as a semi-specialist parasite and is confirmed to usurp nests of Western bumble bees (*Bombus occidentalis*) and Nevada bumble bees (*Bombus nevadensis*), with other potential hosts in subgenus *Bombus* throughout the extent of its range. The species uses various habitat types from 6 to 10,500 feet in elevation.

The project is within the historic range of this species. Visual surveys for bumble bees, potential nesting habitat, and active nests were conducted in the summer throughout the ESL. Suckley's cuckoo bumble bee was not observed. No rodent burrows or other potential nesting areas were observed in the ESL. Yellow-faced bumble bee (*Bombus vosnesenskii*) was observed in the ESL multiple times throughout different years gathering nectar within the riparian vegetation. It is not anticipated that bumble bee queens would hibernate in the ESL, as the majority of the area has flowing water and associated floodplains which is not considered suitable habitat for bumble bees.

Northern California Ringtail

Northern California ringtail (*Bassariscus astutus raptor*) is listed as fully protected. Ringtails occur in various riparian habitats and brush stands of moist forest and shrub habitats, at low to middle elevations. Ringtails are usually not found more than 0.6 miles from permanent water. This species is primarily carnivorous, eating mainly rodents (woodrats and mice) and rabbits. It also takes substantial amounts of birds and eggs, reptiles, invertebrates, fruits, nuts, and some carrion (Taylor 1954; Trapp 1978). Foraging occurs on the ground, among rocks, or in trees, usually near water. In California, home ranges varied from 109-1280 acres (Grinnell et al., 1937). This species nests in rock recesses, hollow trees, logs, snags, abandoned burrows, or woodrat nests. This species has one litter a year on average, with 3 young. Gestation takes approximately 40-50 days. The young are reportedly born in May and June (Walker et al., 1968).

The surrounding exposed rock mountains, mixed hardwoods and conifer forest, and riparian habitat within the BSA provide suitable breeding and foraging habitat for ringtails. Ringtails were not observed during day surveys; however, this species is mainly active at night, thus the presence of this species in the BSA is assumed. There was no evidence of denning within the ESL.

Invasive Species

The Environmental Study Limits support a variety of invasive plant and animal species. The following invasive plant species were observed within the Environmental Study Limits during biological field surveys:

- Dyer's woad (*Isatis tinctorial*)
- bullthistle (*Cirsium vulgare*)

- field bindweed (*Convolvulus arvensis*)
- sweet pea (*Lathyrus latifolius*),
- white sweetclover (*Melilotus albus*)
- ribwort (*Plantago lanceolata*)
- sheep sorrel (*Rumex acetosella*)
- curly dock (*Rumex crispus*)
- yellow star-thistle (*Centaurea solstitialis*)
- Klamathweed (*Hypericum perforatum*)
- bouncing bet (*Saponaria officinalis*)
- Himalayan blackberry (*Rubus armeniacus*)
- vinca (*Vinca major*)

According to the California Department of Food and Agriculture (2026), Dyer's woad (*Isatis tinctorial*), bullthistle (*Cirsium vulgare*), field bindweed (*Convolvulus arvensis*), yellow star-thistle (*Centaurea solstitialis*), and Klamathweed (*Hypericum perforatum*) are designated as noxious weeds.

The following invasive animal species were observed within the Environmental Study Limits during biological field surveys: American bullfrog (*Lithobates catesbeianus*).

Environmental Consequences

Sensitive Natural Communities

Oregon White Oak Woodland and Forest Alliance

Construction of the project would not impact the Oregon White Oak Woodland and Forest Alliance, a State-designated sensitive natural community.

Riparian Habitat

Construction of the project would permanently impact approximately 0.090 acres of riparian habitat along the Scott River. In addition, approximately 0.40 acres of riparian habitat along the Scott River would be temporarily impacted. The current

bridge height allows for riparian vegetation to grow due its height, which allows sunlight to penetrate under the bridge. Since the new bridge will be taller, it is anticipated that post-construction riparian vegetation will continue to thrive under the new bridge.

Caltrans proposes to obtain the following permits prior to construction for impacts on the riparian habitat along Scott River:

- U.S. Army Corps of Engineers (San Francisco District) Pre-Construction Notification for Nationwide Permit 14
- CDFW Section 1602 Lake and Streambed Alteration Agreement
- 401 Water Quality Certification from the NCRWQCB

Temporary impacts to riparian vegetation would be restored to pre-existing conditions on-site. If it is determined that there is not the capacity within the project to replant on-site, Caltrans plans to mitigate off-site for the temporary impacts to riparian habitat by contributing to a third party watershed restoration group.

For permanent impacts, Caltrans plans to mitigate off-site for permanent impacts to riparian habitat by contributing to a third party watershed restoration group. The agency, location, and the ratio of off-site mitigation will be determined and approved by permitting agencies at a later date.

Wetlands and Other Waters

Construction of the project would not impact any wetlands. Construction of the new bridge would permanently impact approximately 0.009 acres (~38 linear feet) of riverine habitat as a result of installing new bridge piers and piles below the ordinary high-water mark of the Scott River. However, removal of the existing bridge over the Scott River would restore approximately 0.005 acres (~14 linear feet) of riverine habitat. Collectively, removal of the existing bridge and construction of the new bridge would result in net permanent impacts to approximately 0.004 acres (~24 linear feet) of riverine habitat. These permanent impacts would not be substantial in magnitude.

Approximately 0.060 acres (~160 linear feet) of riverine habitat would be temporarily impacted as a result of construction activities within the ordinary high-water mark of the Scott River. Bridge work would require removing the two existing piers and

spread footings, constructing two seasonal and temporary gravel work pads to install the temporary falsework and trestle and the new bridge piers, and, if water is present, would require dewatering the in-channel work area and/or installing a temporary water diversion to divert flowing water around the work area. Upon completion of work, the gravel work pads, falsework and trestle, new bridge piers, and water diversion (if needed) would be removed and temporarily disturbed riverbed would be restored. These temporary impacts would be minimal in magnitude.

Critical Habitat and Essential Fish Habitat

Coho Salmon–Southern Oregon/Northern California Coast ESU Critical Habitat

Alteration of bed and bank substrates, increased sedimentation, and the removal of vegetation within the Scott River would occur. There would be permanent and temporary impacts to the bed, bank, channel, and riparian habitat of the Scott River resulting in approximately 0.090 acres of permanent impacts and 0.40 acres of temporary impacts on riparian habitat. Additionally, the project would result in approximately 0.004 acres of permanent impacts and 0.060 acres of temporary in-stream impacts within the Scott River. No direct or measurable impacts are anticipated on the Klamath River or associated riparian areas.

The main stem of the Scott River has an open riparian canopy, and the refugia channel has a semi-closed canopy. Thus, a temporary reduction in riparian habitat could increase predation risk due to loss of natural cover. The response to stressors may include displacement and competition for suitable cover, decreased invertebrate production, and feeding inefficiency. Stream temperature is affected by channel form and by shading from channel morphology and riparian vegetation. Increased sediment loading can cause the channel to become wider and shallower, exposing more surface area to solar radiation and subsequent higher stream temperatures. It is unlikely the project would alter the river channel enough to affect the stream temperature. A wildfire in 2023 reduced the riparian habitat up/downstream of the bridge in some areas along the Scott River; however, some vegetation remained and has been growing back over the past 2 years. Removal of riparian vegetation would allow additional solar energy to reach the stream, contributing to elevated stream temperature. The removal of riparian habitat would also reduce the microhabitat and may reduce food sources.

Construction-related disturbance could result in temporary increases in turbidity within the Scott River. In-water work, consisting of the placement of temporary piles for the new bridge's falsework and trestle, temporary gravel work pads, temporary water diversions, and the installation of new bridge piers could result in temporary alteration of the channel and a temporary increase in flow velocity. These temporary changes could affect critical habitat.

Potential effects on critical habitat related to sedimentation and turbidity, hazardous materials, and contaminants would be temporary. Potential adverse environmental effects of the proposed project on critical habitat would be limited to temporary, localized, and minor increases in turbidity and suspended sediment. Potential adverse effects of temporarily increased fine sediment and turbidity would be avoided or minimized through the implementation of all applicable avoidance measures, Best Management Practices (BMPs), and the SWPPP, which would substantially reduce or eliminate the potential for the accidental spill and unintentional discharge of contaminants. Limiting in-channel construction to the June 15 to September 30 period (dry season) and impact pile driving to July 1 to September 15 will further avoid and minimize the potential for adverse effects on downstream habitats.

The proposed project would result in direct impacts to the Scott River and its associated riparian vegetation. The proposed action would have direct effects on freshwater rearing and migration corridors for SONCC coho salmon. The proposed action would have no direct effects on the designated critical habitat required for spawning, incubation, and larval development for the SONCC coho salmon.

Per FESA, it is anticipated that the project *may affect and is likely to adversely affect* designated critical habitat for SONCC coho salmon in the Scott River.

Caltrans plans to initiate formal consultation with NMFS pursuant to Section 7 of the Endangered Species Act. Caltrans plans to submit a Biological Assessment (BA) to NMFS in the summer of 2026. Caltrans anticipates the issuance of a Biological Opinion (BO) by NMFS prior to construction. Additional final conservation measures for coho salmon, their critical habitat, and EFH will be identified in the BO.

The permanent loss of spawning, migration, and rearing habitat represents a substantial and potentially significant impact on salmonids under CEQA and would require CEQA-driven mitigation to reduce effects on these species to levels that are less than significant.

- Caltrans plans to mitigate off-site for impacts to SONCC coho critical habitat by contributing to a third-party watershed restoration group. The agency, location, and the ratio of the off-site mitigation will be determined and approved by permitting agencies later in project development.
- Advance mitigation may be sought to reduce permanent impacts from unavoidable temporal delays. Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project as described below.

Noyes Valley Instream and Floodplain Restoration Project

The Upper and Middle reaches of the Noyes Valley Creek Project focuses on five primary objectives: increasing groundwater recharge, improving summer baseflow conditions, providing habitat for coho salmon, enhancing water quality in the East Fork Scott River, and supporting the re-establishment of beaver populations. This funding request supports implementation and monitoring of restoration actions on Noyes Valley Creek. The project would construct up to 50 beaver dam analogues (BDAs) and additional wood structures. It also supports wildlife-friendly virtual fencing to protect riparian areas from cattle.

Sugar Creek Refugia Phase III Project

Phase III of the Sugar Creek Refugia Project builds on the strong foundation established during Phases I and II, which connected a large channel and established access to previously isolated water within the Scott River tailings reach. This phase would further expand habitat connectivity by linking an additional large water body that currently remains inaccessible to native fish in the Scott River system. The project continues to build on a decade-long collaboration among private landowners working to restore ecological function within the highly degraded Scott River tailings reach, an area that has effectively disconnected the upper third of the watershed during low-flow periods since the 1950s.

Phases I and II proved highly effective, supporting the highest observed density of coho salmon spawning and juvenile rearing in the entire Scott River watershed. Phase III will build on this success by further expanding habitat connectivity and increasing access to critical refugia habitat for native fish.

French Creek Fish Passage and Restoration Project

The French Creek Fish Passage and Restoration Project would replace an irrigation diversion boulder vortex weir that has been identified in both the California Department of Fish and Wildlife fish passage barrier database (Pad_ID 736799, Passage ID 13150) and NOAA 2014 Final Recovery Plan for the Southern Oregon/Northern California Coast Evolutionarily Significant Unit of Coho Salmon (P 36-21) as a fish passage barrier for salmonids. Remediating this barrier would eliminate a passage barrier for adult and juvenile salmonids thereby increasing access to over 6.5 miles of high-quality spawning and rearing habitat in French Creek, a key coho salmon stream in the Scott River Watershed.

The boulder weir would be replaced with a fish-friendly roughened ramp, restoring fish passage for all life stages of coho salmon and other aquatic organisms. In addition, ~0.2 miles of rock revetment on the easterly stream bank, improving instream habitat conditions for coho, would be removed and the stream bank laid back to create ~0.5 acres of riparian habitat. Other project elements are remediation of a fish return flow pipe associated with nearby diversion infrastructure that does meet current NMFS standards, further enhancing fisheries benefits, and reconfiguring diversion intake structure to avoid annual maintenance.

The French Creek Fish Passage and Restoration Project is an integral part of a larger, multiyear restoration project titled “Mid French Creek Comprehensive Restoration Project-Transforming French Creek for Coho and Beaver” (CDFW Grant Agreement Number – Q2496013) which is planning comprehensive ecological uplift on French Creek extending 1 mile upstream of the boulder weir to be replaced in this project, in addition to improving passage to 6.5 miles. Improving fish passage at the boulder weir would enhance the value of the planned restoration. In addition, the boulder weir has been identified as being in an early state of failure, with a downstream secondary weir that has completely failed, and replacing it with a roughened channel would improve surety that the restoration grade control and improved fish passage would endure over the long term.

SONCC Coho Salmon and Chinook Salmon Essential Fish Habitat

Potential effects evaluated on EFH for coho salmon and Chinook salmon include those that relate to (1) sedimentation and turbidity; (2) hazardous materials and chemical spills; (3) re-suspension of contaminants; (4) aquatic habitat modification and shading; (5) predation risk; and (6) food resources.

The effects on EFH for coho and Chinook salmon are essentially the same as that indicated above for coho salmon critical habitat.

Per FESA, it is anticipated that the project **may adversely affect EFH** for coho and Chinook salmon.

Caltrans plans to initiate formal consultation with NMFS to determine to what extent the proposed construction activities may affect designated EFH for coho and Chinook salmon. Caltrans plans to submit a BA to NMFS in the summer of 2026. Caltrans anticipates the issuance of a Biological Opinion (BO) by NMFS prior to project award. Additional final conservation measures for coho salmon, their critical habitat, and EFH will be identified in the BO.

The permanent loss of spawning, migration, and rearing habitat represents a substantial and potentially significant impact on salmonids under CEQA and would require CEQA-driven mitigation to reduce effects on these species to levels that are less than significant. Caltrans plans to mitigate off-site for impacts to EFH for coho and Chinook salmon by contributing to a third party watershed restoration group. The agency, location, and the ratio of the off-site mitigation will be determined and approved by permitting agencies later in project development. Advance mitigation may be sought to reduce permanent impacts from unavoidable temporal delays.

Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project as described above under “Environmental Consequences - Critical Habitat and Essential Fish Habitat”.

Plant Species

No special status plant species (this includes Threatened and/or Endangered species) would be impacted by the construction of the project (Appendix B).

As the project is either outside the elevation range of the species or there is no suitable habitat, there would be *no impact* to the following federal and state plant species:

- Leafy reed grass (*Calamagrostis foliosa*) – state candidate rare
- Siskiyou mariposa lily (*Calochortus persistens*) state rare
- Trinity buckwheat (*Eriogonum alpinum*) – state endangered
- Whitebark pine (*Pinus albicaulis*) – federal threatened

Animal Species/Threatened and Endangered Species

Construction of the project could affect special status animal species, including Threatened and/or Endangered species. The following species determination and impacts to special status animals are anticipated for the proposed project:

Scott Bar salamander (Plethodon asupak)

Scott Bar salamander (*Plethodon asupak*) is state threatened. The rock outcrop and upland trees between SR 96 and the river floodplain would be permanently impacted as Caltrans proposes to construct a new 2' wide x 276' long x 21' tall soldier pile retaining wall to create a new surface for the new road alignment, which would require removing the existing rock outcrops. The project would not impact the southwestern mountain with an exposed rockface. As of now, Scott Bar salamanders have not been observed, but one survey will occur in the spring of 2026 to confirm their presence/absence within the ESL.

Per CESA, it is anticipated the project would have no take of Scott Bar salamander. To reduce the potential of impact to less than significant, avoidance and minimization efforts listed below would be implemented.

Bald Eagle (*Haliaeetus leucocephalus*)

The bald eagle (*Haliaeetus leucocephalus*) is state endangered and fully protected and a USFS-Sensitive species. The project would not remove any potentially suitable nesting trees or known nesting trees for bald eagles. Along the Scott River, there would be temporary and permanent impacts to riparian habitat that may be used for foraging. The project would have temporary and permanent impacts on the Scott River, which may temporarily reduce foraging opportunities within the ESL. Indirect impacts associated with noise disturbance could occur during impact pile driving or bridge removal, if bald eagles are nesting within line of sight of the bridge. However, because no nest was observed, it is unlikely bald eagles would be indirectly impacted.

Per CESA, it is anticipated that the project would have no take of bald eagles, a state-listed and CDFW fully protected species. To reduce the potential of impacts to less than significant, avoidance and minimization efforts listed below would be implemented.

Golden Eagle (*Aquila chrysaetos*)

The golden eagle (*Aquila chrysaetos*) is a state fully protected species. The project would not remove any potentially suitable nesting trees or known nesting trees. Indirect impacts associated with noise disturbance could occur during bridge replacement, if golden eagles are nesting within 0.25 mile of the old and new bridge. However, because the loudest noise associated with construction (impact pile driving between July 1 and September 15) would occur when golden eagle young are fledging or have already fledged the nest, and because no nest was observed within the BSA, it is unlikely that golden eagles would be indirectly impacted.

Per CESA, it is anticipated that the project would have no take of golden eagles, a CDFW fully protected species. To reduce the potential of impacts to less than significant, avoidance and minimization efforts listed below would be implemented.

Northern Goshawk (*Astur atricapillus*)

The BSA provides marginally suitable nesting and foraging habitat for northern goshawk (NOGO), a USFS-sensitive and California Species of Special Concern (SSC). However, no potentially suitable nesting trees or known nesting trees would be removed. Indirect impacts associated with noise disturbance could occur during bridge replacement, if NOGO are nesting within 0.25 miles of the bridge, however, because no nest was observed within the BSA, it is unlikely that NOGO would be indirectly impacted. Furthermore, this species is known to be sensitive to human disturbance during courtship and nest building, although is unlikely to nest immediately adjacent to a highway. Therefore, noise associated with construction is not anticipated to impact nesting NOGO. There was no evidence of nests, feathers, or whitewash within the ESL where tree removal would occur.

Based on the information above and with implementation of Standard Measures and Best Management Practices (Section 1.4), the project would have no impact on the Northern goshawk.

Northern Spotted Owl (NSO) (*Strix occidentalis caurina*)

The northern spotted owl (NSO) (*Strix occidentalis caurina*) is federal and state threatened. As described above, under Affected Environment, the BSA does not provide suitable nesting habitat; however, the BSA is within roosting/nesting and dispersal habitat for NSO and is within USFWS designated critical habitat for NSO. The ESL, where tree removal will occur, is designated as dispersal habitat.

The falsework and temporary trestle to construct the new bridge at Scott River would require impact pile driving, which is approximately 98 decibels (dB). Other types of equipment that may be used for construction are generators (82 dB), backhoes (80 dB), auger drill rigs (84 dB), cranes (85 dB), concrete saws (90 dB), and dump trucks (86 dB). These types of equipment would contribute to noise impacts associated with construction. The greatest level of noise associated with construction is anticipated to be 91-100 dB, compared to ambient noise levels within the existing project which, before construction, are classified in the moderate range (71-80 dB). Table 3 below shows the distances within which, if elevated, project-generated sound is reasonably expected to exceed ambient conditions to such a degree as to result in harassment of NSO. Based on Table 3, the greatest distance noise associated with construction is anticipated to travel is 330 feet from the ESL.

Table 3. Estimated Harassment Distance for Proposed Actions Affecting The Northern Spotted Owl, by Sound Level.

Existing (Ambient) Pre-Project Sound Level (dB)	Anticipated Action-Generated Sound Level (dB)			
	Moderate (71-80 dB)	High (81-90 dB)	Very High (91-100 dB)	Extreme (101-110 dB)
“Natural Ambient” (<=50)	50 meters (165 feet)	150 meters (500 feet)	400 meters (1,320 feet)	400 meters (1,320 feet)
Very Low (51-60)	0 meters (0 feet)	100 meters (330 feet)	250 meter (825 feet)	400 meters (1,320 feet)
Low (61-70)	0 meters (0 feet)	50 meters (165 feet)	250 meters (825 feet)	400 meters (1,320 feet)
Moderate (71-80)	0 meters (0 feet)	50 meters (165 feet)	100 meters (330 feet)	400 meters (1,320 feet)
High (81-90)	0 meters (0 feet)	50 meters (165 feet)	50 meters (165 feet)	150 meters (500 feet)

Noise impacts associated with construction are not anticipated to reach known NSO activity centers or potential nesting/roosting habitat. There is no nesting/roosting habitat present within 330 feet of Scott River Bridge. The nearest marginal roosting/nesting habitat is over 0.25 mile south of the ESL. The project would not generate sound levels 20 or more decibels above the ambient sound levels or above 90 decibels within 330 feet of suitable NSO nesting/roosting habitat during the nesting season (February 1 to July 31).

The loudest noise (impact driving) would occur between July 1 to September 15. Due to the absence of micro-habitat post-fire, it is unlikely NSO would be nesting within the BSA. The project would not require the removal of suitable nesting trees.

Based on the information above and with implementation of Standard Measures and Best Management Practices (Section 1.4), the project would have no impact to NSO.

Per FESA, it is anticipated that the project would have no effects on NSO.

Per CESA, it is anticipated that the project would have no take of NSO.

Olive-Sided Flycatcher (Contopus cooperi)

Olive-sided flycatcher (*Contopus cooperi*) is a State Species of Special Concern. The fragmented forest habitat within the BSA along SR96 may be suitable for nesting. No evidence of nesting flycatchers were observed. Any olive-sided flycatchers that nest within the BSA may be temporarily impacted by noise due to construction activities. However, during construction, it is unlikely birds would vacate their nests due to the normal levels of existing visual and auditory disturbance created by vehicles on SR 96, rural residences, and recreational activities within the BSA.

The project is anticipated to remove a few scattered upland trees on the western side of the project between SR 96 and the Scott and Klamath rivers floodplain; however, no nests were observed on those trees. Impacts may occur if active nests are present in or on the trees that require removal for construction. To avoid impacts on active nests, vegetation removal would occur outside the nesting bird season (February 16 through September 14). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal.

Based on the information above and with implementation of Caltrans Standard Measures and Best Management Practices, the project would have no impact on olive-sided flycatcher.

Osprey (Pandion haliaetus)

Osprey (*Pandion haliaetus*) is on the state Watch List. Existing osprey nests are within line of sight of the bridge, however the project would not require the removal of known osprey nests as they are located outside of the project ESL. Additionally, the species would be accustomed to normal anthropogenic (human-caused) disturbances associated with SR 96, the campground, and recreational activities that occur within the ESL. Temporary and permanent riparian vegetation removal along Scott River would be required for temporary equipment access, staging of equipment, a temporary trestle, and constructing the new bridge downstream of the existing bridge. Permanent upland tree removal would be required between SR 96 and the Klamath and Scott rivers floodplain to build a new retaining wall for the new road realignment. Impacts may occur if migratory birds are nesting in trees, shrubs, or blackberry thickets within the riparian and upland areas within the ESL. To avoid impacts on active nests, vegetation removal would occur outside the nesting bird

season (February 16 through September 14). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. Furthermore, 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 (see Standard Measures and Best Management Practices in Section 1.4).

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices, the project may impact osprey, however impacts would not be substantial.

Purple Martin (*Progne subis*)

The BSA is within the known breeding range of purple martin (*Progne subis*), a California Species of Special Concern. Purple martin that may nest within the BSA may be temporarily impacted by noise due to construction activities. However, it is unlikely birds would vacate nests during construction due to the normal levels of existing visual and auditory disturbance created by vehicles on SR 96, rural residences, and recreational activities within the BSA.

It is anticipated a few scattered upland trees on the western side of the project would be removed between SR 96 and the Scott and Klamath rivers floodplain; however, no nests were observed on those trees. Impacts may occur if active nests are present in or on trees that require removal for construction. To avoid impacts on active nests, vegetation removal would occur outside the nesting bird season (February 16 through September 14). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal.

Based on the information above and with implementation of Caltrans Standard Measures and Best Management Practices, the project would have no impact on purple matins.

Yellow-Breasted Chat (*Icteria virens*)

Yellow-breasted chat (*Icteria virens*) is a California Species of Special Concern. Yellow-breasted chat that may nest within the BSA, outside of the ESL, may be temporarily impacted by noise due to construction activities. However, it is unlikely

birds would vacate nests during construction due to the normal levels of existing visual and auditory disturbance created by vehicles on SR 96 and recreational activities in the immediate area.

There would be permanent and temporary impacts to riparian habitat along Scott River to build the new bridge, temporary access, staging, and a temporary trestle. No riparian impacts are anticipated along the Klamath River. Impacts may occur if active nests are present in or on trees that require removal for construction. To avoid impacts on active nests, vegetation removal would occur outside the nesting bird season (February 16 through September 14). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal.

Based on the information above and with implementation of Caltrans Standard Measures and Best Management Practices, the project may impact yellow-breasted chat, however, impacts would not be substantial.

Other Migratory Birds

In addition, a variety of migratory bird species could nest in vegetation within and/or adjacent to the Environmental Study Limits and on the Scott River Bridge and could be affected by construction activities. If present, nesting birds could be directly and indirectly affected by the proposed work. Potential direct effects on nesting birds could include mortality resulting from the destruction of nests during vegetation removal. Potential indirect effects on nesting birds could include disruption of feeding patterns or nest abandonment due to construction related noise and visual disturbances. To avoid impacts on active nests, vegetation removal would occur outside the nesting bird season (February 16 through September 14). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal.

Coho Salmon (*Oncorhynchus kisutch*)—Southern Oregon/Northern California Coast (SONCC) Evolutionarily Significant Unit (ESU)

Coho salmon (*Oncorhynchus kisutch*)—Southern Oregon/Northern California Coast (SONCC) Evolutionarily Significant Unit (ESU) is a federal and state threatened species. As discussed above, bridge replacement would result in temporary and permanent impacts to the Scott River. The project may result in fish relocation,

vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

Work windows were chosen to reduce impacts on coho by limiting in-stream work to periods when the least amount of coho would be present and outside the crucial breeding season. However, even with work windows in place, juveniles and fry may be present during in-stream work.

Underwater noise from impact pile driving may affect fish behavior by forcing juvenile fish away from their preferred refugia habitat, potentially increasing mortality risks. Underwater noise from pile driving may increase noise pulses above the threshold which can cause injury or stress to coho. Though temporary piles for falsework and the trestle would be installed when adult coho are not present, the temporary piles would remain within Scott River over the winter during the adult coho upstream migration. Temporary piles within the river may temporarily alter the stream habitat, alter the river flow, and create obstacles for migrating coho through the project.

The existing bridge has scuppers on the bridge deck that drain stormwater after rain events off the bridge directly to the Scott River below. This direct stormwater runoff contributes to water quality impacts associated with vehicles and the highway, such as heavy metals, oils, and the tire-derived chemical 6PPD-quinone (6PPD-q). 6PPD-q has been shown to cause mortality of Chinook salmon, coho salmon, and steelhead. Exposures to roadway runoff result in mortality of up to 40% for steelhead and up to 10% for Chinook (French et al., 2022). The parent compound (6PPD) is widely used by multiple tire manufacturers, and the tire shreds/dust that produce 6PPD-q are generally present in rural and urban settings where roadways drain into waterways. Exposure to stormwater pollutants is more prevalent in urban environments with high vehicle traffic, and from urban roadways that are surrounded by impermeable surfaces and little to no infiltration areas before the stormwater reaches the watercourse. The speed of vehicular traffic also makes a difference, with higher sustained speeds and more braking associated with more tire degradation and associated contaminated runoff. For this project, there are no noticeable changes in elevation, and low vehicle traffic, traffic speeds and braking are not expected to increase over existing conditions, which include moderately high speeds (55 mph) on SR 96 within the project area, with traffic slowing to 35 mph

upon crossing the bridge. SR 96 within the project area has low vehicle traffic that is not predicted to increase in the coming decades; the annual average daily traffic (AADT) near Scott Bar Road was 930 in 2023.

The project would add approximately 1.15 acres of new impervious surface area where it did not previously exist (consisting of approximately 0.26 acre on the new bridge deck and approximately 0.89 acre elsewhere) and would remove approximately 0.91 acre of existing impervious surface (consisting of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere). This would result in reduced infiltration of water adjacent to the highway and may cause an increase in runoff of contaminants, especially during winter precipitation events. The predicted increase in runoff from a net increase of 0.24 acres of impervious surfaces would be offset by several factors. First, compared to the existing bridge, the new bridge would not contain any bridge-deck scuppers or other deck drainage features. During rain events, stormwater would run off the bridge into the upland habitat and drain/filter through the soil prior to reaching the riparian habitat and Scott River. This would avoid potential impacts on fish. Stormwater treatment, such as bioswales, would be installed to treat stormwater by binding or removing contaminants from the stormwater before it reaches the river. This would be a substantial improvement over existing conditions. Bioswales have been shown to be effective in reducing concentrations of 6PPD-q and preventing mortality in coho salmon (McIntyre et al., 2023).

With implementation of Standard Measures and BMPs to protect water quality during construction, water quality impacts from accidental contaminant releases are unlikely (Section 1.4). With project-specific design measures to treat and control stormwater discharges, including treatment of the stormwater, it is unlikely the project would result in an increase of contaminants and 6PPD-q runoff in the Scott River. As such, potential exposure of coho, Chinook, and steelhead to these stressors would be negligible, and the effects on critical habitat would be minor or insignificant.

Section 7 formal consultation with the National Marine Fisheries Service would occur prior to construction. An Incidental Take Permit or Consistency Determination with the California Department of Fish and Wildlife (CDFW) would be obtained prior to construction. Caltrans plans to mitigate off-site for potential incidental take of coho by contributing to a third-party watershed restoration group. The agency, location, and the ratio of the off-site mitigation will be determined and approved by permitting

agencies later in project development. Advance mitigation may be sought to reduce permanent impacts from unavoidable temporal delays.

Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project, as described under “Environmental Consequences - Critical Habitat and Essential Fish Habitat”.

Per FESA, the project may affect and is likely to adversely affect Southern Oregon/Northern California Coast (SONCC) coho salmon.

Per CESA, the project may have "take" of SONCC coho salmon as a state listed species.

Based on the information above and with implementation of Standard Measures and Best Management Practices (Section 1.4), avoidance and minimization measures, and mitigation, the project have a less than significant impact on SONCC coho salmon.

Chinook salmon (*Oncorhynchus tshawytscha*) Upper Klamath and Trinity Rivers (UKTR) ESU Fall-Run (Pop. 30)

Chinook salmon (*Oncorhynchus tshawytscha*)—Upper Klamath and Trinity Rivers (UKTR) ESU Fall-Run (Pop. 30) is a federal candidate, California Species of Concern, and also USFS-Sensitive species. As discussed above, bridge replacement would result in temporary and permanent impacts to the Scott River. The project may result in fish relocation, vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

Work windows were chosen to reduce impacts on Chinook by limiting in-stream work and impact pile driving to periods when the least amount of Chinook would be present and outside the crucial breeding season. With the implementation of work windows for in-stream work and impact pile driving, it is anticipated that no adult Chinook would be present during those periods of work. However, juveniles and fry may be present during in-stream work. Underwater noise from impact pile driving may impact fish behavior by forcing juvenile fish away from their preferred refugia habitat and potentially increasing mortality risks. Underwater noise from pile driving

may also increase noise pulses above the threshold that can cause injury or stress to Chinook. Though temporary piles for falsework and the trestle would be installed when adult Chinook are not present, the temporary piles would remain in Scott River over the winter during the adult Chinook upstream migration. Temporary piles within the river may temporarily alter the stream, alter the river flow, and create obstacles for migrating Chinook through the project.

Per FESA, as discussed under Critical Habitat and Essential Fish Habitat, the project may adversely affect EFH for Chinook Salmon.

Based on the information above and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may impact Upper Klamath and Trinity Rivers ESU Chinook salmon (fall-run), a California Species of Special Concern. To reduce the potential of impacts to less than significant, avoidance and minimization efforts would be implemented.

Klamath River Lamprey (Entosphenus similes)

Klamath River Lamprey (*Entosphenus similes*) is a California Species of Special Concern and USFS-Sensitive species. Bridge replacement would result in temporary and permanent impacts to Scott River, which provides suitable aquatic habitat for Klamath River lamprey. However, no direct impacts on the Klamath River are anticipated. Project impacts include fish relocation, vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

With the implementation of work windows for in-stream work and impact pile driving, it is anticipated that the spawning season would be avoided. Though temporary piles for falsework and the trestle would be installed outside the spawning season, the piles would remain over the winter. Temporary piles within the river may temporarily alter the stream, alter the river flow, and create obstacles for host salmonids migrating through the ESL.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may temporarily impact Klamath River lamprey. To avoid impacts on Klamath River lamprey, avoidance and minimization efforts listed below would be implemented.

Lower Klamath Marbled Sculpin (*Cottus klamathensis polyporus*)

Lower Klamath marbled sculpin (*Cottus klamathensis polyporus*) is as California Species of Special Concern. Bridge replacement would result in temporary and permanent impacts to Scott River. No direct impacts on the Klamath River are anticipated. Project impacts include fish relocation, vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

With the implementation of work windows for in-stream work and impact pile driving, it is anticipated that the spawning season would be avoided. Though temporary piles for falsework and the trestle would be installed outside the spawning season, the piles would remain over the winter. Temporary piles within the river may temporarily alter the stream, alter the river flow, and create obstacles for the host salmonids migrating through the project.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may impact Lower Klamath marbled sculpin. To avoid impacts on Klamath River lamprey, avoidance and minimization efforts listed below would be implemented.

Pacific Lamprey (*Entosphenus tridentatus*)

Pacific lamprey (*Entosphenus tridentatus*) is a California Species of Special Concern and USFS-sensitive species. Temporary project impacts on Pacific lamprey include fish relocation, vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may temporarily impact Pacific lamprey. To avoid impacts on Klamath River lamprey, avoidance and minimization efforts listed below would be implemented.

Steelhead (*Oncorhynchus mykiss irideus*)–Klamath Mountains Province (DPS)

Steelhead (*Oncorhynchus mykiss irideus*)–Klamath Mountains Province (DPS) is a California Species of Special Concern and USFS-Sensitive species. Bridge replacement would result in temporary and permanent impacts to the Scott River. The project may result in fish relocation, vegetation removal, alteration of the channel morphology (shape), increased turbidity and sedimentation, an increase in noise or vibrations from impact pile driving, and the potential for hazardous materials and chemical spills.

Work windows were chosen to reduce impacts on steelhead by limiting in-stream work and impact pile driving to periods when the least amount of steelhead would be present and outside the critical spawning season. However, even with work windows in place, juveniles and fry may be present during in-stream work. Underwater noise from impact pile driving may impact fish behavior by forcing juvenile fish away from their preferred refugia habitat and potentially increasing mortality risks. Underwater noise from pile driving may increase noise pulses above the threshold that can cause injury or stress to steelhead. Though temporary piles for falsework and the trestle would be installed when adult steelhead are not present, the temporary piles would remain in Scott River over the winter during the adult steelhead upstream migration. The temporary piles in the river may temporarily alter the stream, alter the river flow, and create obstacles for migrating steelhead through the project.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may temporarily impact Klamath Mountains Province steelhead. To avoid impacts on Klamath Mountains Province Steelhead, avoidance and minimization efforts listed below would be implemented.

Franklin's Bumble Bee (*Bombus franklini*)

Franklin's bumble bee (*Bombus franklini*) is a federal endangered and state candidate endangered species. Although the project is within the historic range of this species, no Franklin's bumble bees or their ground nests were observed in the ESL. The project is not anticipated to impact Franklin's bumble bees or ground nests. However, the project would result in temporary and permanent riparian impacts resulting from construction of the new bridge, which may locally reduce potential flowering plants for foraging. As bumble bees typically can forage up to

0.50 mile to 1.2 mile from their nest/colony, the bumble bees would have access to other sources of flowering plants for nectar.

Based on the information above, the project would have no impact on Franklin's bumble bee. No avoidance and minimization efforts are anticipated.

Per FESA, the project would have no effect on Franklin's bumble bees.

Per CESA, the project would have no take of Franklin's bumble bee.

Western Bumble Bee (*Bombus occidentalis*)

Western bumble bee (*Bombus occidentalis*) is a state candidate endangered and USFS-Sensitive species. Although the project is within the historic range of this species, no Western bumble bees or their ground nests were observed in the ESL. The project is not anticipated to impact Western bumble bees or ground nests. The project would result in temporary and permanent riparian impacts, which may locally reduce potential flowering plants for foraging. As bumble bees typically can forage up to 0.50 mile to 1.2 mile from their nest/colony, the bumble bees would have access to other sources of flowering plants for nectar.

Based on the information above, the project would have no impact on the Western bumble bee. No avoidance and minimization efforts are anticipated.

Per CESA, the project would have no take of Western bumble bee.

Suckley's Cuckoo Bumble bee (*Bombus suckleyi*)

Suckley's cuckoo bumble bee (*Bombus suckleyi*) is a federal proposed endangered and state candidate endangered species. Although the project is within the historic range of this species, no Suckley's cuckoo bumble bee or their ground nests were observed in the ESL. The project is not anticipated to impact Suckley's cuckoo bumble bees or ground nests of other bumble bees. The project would result in temporary and permanent riparian impacts, which may locally reduce potential flowering plants for foraging. As bumble bees typically can forage up to 0.50 mile to 1.2 mile from their nest/colony, they would have access to other sources of flowering plants for nectar.

Based on the information above the project would have no impact to Suckley's Cuckoo bumble bee. No avoidance and minimization efforts are anticipated.

Per FESA, the project would have no effect on Suckley's cuckoo bumble bee.

Per CESA, based on the information above, the project would have no take of Suckley's cuckoo bumble bee.

Monarch Butterfly (Danaus Plexippus)

Monarch butterfly (*Danaus plexippus*) is a federal proposed threatened and California Species of Special Concern. Milkweed, the host plant of monarch butterflies, is under the bridge next to the bridge pier. The project would require temporary impacts on 2 to 4 milkweed plants to remove the bridge pier and to construct temporary access pads or trestles. Impacts could occur if monarch life stages are on the milkweed. However, this species was not observed using those individual milkweed plants. Other milkweed is present upstream of the bridge along a gravel bar. Monarch butterflies in the area would still have access to milkweed during the bridge replacement.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project may temporarily impact monarch butterflies. To avoid impacts on monarch butterflies, avoidance and minimization efforts listed below would be implemented.

Per FESA, the project would have no effect on monarch butterfly.

Fisher (Pekania pennanti) – West Coast DPS

Fisher (*Pekania pennanti*) – West Coast DPS is a California Species of Special Concern and USFS-Sensitive. This species has a large home range and may temporarily pass through the BSA in search of water and prey. Trees within the BSA may be used for resting. The project impacts would occur on the bridge, roadway, riparian, and immediate upland areas within the ESL. Ground disturbance associated with the construction of the bridge, road realignment, and retaining wall would not impact denning habitat. Fishers may be temporarily impacted by the temporary reduction of riparian habitat as cover while moving through the area between the uplands and the river. The project requires the removal of a few upland and riparian trees although there were no dens or suitable denning trees within the ESL.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project would have no impact on fishers, a California Species of Special Concern and USFS-Sensitive species.

Bats

California myotis (*Myotis californica*), little brown bat (*Myotis lucifugus*), and Mexican free-tailed bat (*Tadarida brasiliensis*) are all non-listed species; however, were observed utilizing the Scott River Bridge for day and night roosting. The project would require replacement of the Scott River Bridge with a new concrete slab bridge that would not contain joint seals under the bridge soffit for bats to day roost. Therefore, bats day roosting in the Scott River Bridge would permanently lose the joint seals and abutment crevices they are currently roosting in. Since the bats would remain day roosting in the existing bridge during construction, temporary noise impacts on bats roosting in the bridge would occur during construction of the new bridge downstream of the existing bridge. If night work occurs, light associated with construction may illuminate nocturnal habitats, causing bats to delay emerging from roosts and avoid foraging in the area. Most of the trees slated for removal are in riparian habitat and do not have the attributes (small dbh with no hollow decay or exfoliating bark) to provide roosting habitat. Prior to removing the existing bridge, bat exclusion would be installed to seal joints, cracks, and crevices under the bridge. Impacts could occur on bats roosting in the bridge if present during the installation of the bat exclusion devices. To reduce impacts on the maternal colonies, bat exclusion would occur outside the breeding season. Bat exclusion would be installed in the winter/spring prior to removing the existing bridge. This would allow bats to continue roosting in the bridge during the construction of the new bridge. A total of eight new permanent Oregon wedge concrete bat houses and wood bat houses would be installed on the new bridge prior to the removal of the existing bridge to provide permanent roosting habitat.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project would temporarily impact California myotis, little brown bats, and Mexican free-tailed bats. To avoid and minimize impacts on California myotis, little brown bats, and Mexican free-tailed bats, avoidance and minimization efforts listed below would be implemented.

Northern California Ringtail (*Bassariscus astutus raptor*)

Northern California ringtail (*Bassariscus astutus raptor*) is a California fully protected species. The project would result in temporary and permanent impacts on riparian habitat of the Scott River. None of the trees that would be removed or trimmed provided cavities suitable for nesting. Temporary impacts on potential foraging and migration corridors within the riparian habitat may occur during construction of the new bridge; however, an abundant amount of riparian habitat would remain upstream and downstream of the project. The rock outcrops within the ESL do not provide denning opportunities.

Based on the information above, the project would have no impact to Northern California ringtails. No avoidance and minimization efforts are anticipated.

Per CESA, based on the information above, the project would have no take of Northern California ringtail.

Highcap Lynx (*Lanx alta*)

Highcap lynx (*Lanx alta*) has no federal or state listing status; however, is a USFS Northwest Forest Plan Survey and Management Species. Impacts may occur during in-stream work within the Scott River as the highcap lynx may be crushed during in-stream work.

Based on the information above, the project may impact highcap lanx. To avoid and minimize impacts on highcap lanx, avoidance and minimization efforts listed below would be implemented.

Tehama chapparral (*Trilobopsis tehamana*)

Tehama chapparral (*Trilobopsis tehamana*) is a USFS-Sensitive species. Tehama chaparral was not found within the ESL; however, the large boulder crevices and steep mountain talus were difficult to survey. Numerous other species of snails were found in the ESL, within the riparian habitat along the Scott River and the section of rocks and boulders between the western bridge abutment and the Scott/Klamath River floodplain. If this species is present in the ESL, impacts could occur during the construction of the new bridge abutments and the construction of the new retaining wall that is proposed to be extended from the new western bridge abutment along the length of the rock outcrops adjacent to the floodplain. The rock outcrop habitat would be permanently removed to construct the retaining wall, and the new western

abutment would be built on the rock face. This species was not observed during snail surveys.

Based on the information above, the project may impact Tehama chapparral. To avoid and minimize impacts on Tehama chapparral, avoidance and minimization efforts listed below would be implemented.

Western pearlshell (Margaritifera falcata)

Western pearlshell (*Margaritifera falcata*) has no federal or state listing status; however, is a USFS Northwest Forest Plan Survey and Management Species. Impacts may occur to mussels during construction within the Scott River in the ESL. This species may be crushed or buried with gravel during the construction of the temporary gravel work pads or installation of the new bridge pier.

Based on the information above, the project may impact Western pearlshell. To avoid and minimize impacts on Western pearlshell, avoidance and minimization efforts listed below would be implemented.

Western Ridged Mussel (Gonidea angulata)

Western ridged mussel (*Gonidea angulata*) has no federal or state listing status; however, is a USFS Northwest Forest Plan Survey and Management Species. The Scott River provides suitable aquatic habitat for Western ridged mussel. Visual surveys for aquatic mollusks occurred within the Scott River under the bridge and along the edges of the river. Numerous live and dead mussels were found within the ESL and upstream of the bridge along the cobble bars. Adults and juveniles were found. It is assumed that the mussels observed were Western pearlshell mussels and not Western ridged mussel. Impacts may occur to mussels during construction within the Scott River in the ESL. This species may be crushed or buried with gravel during the construction of the temporary gravel work pads or installation of the new bridge pier. *Based on the information above, the project may impact Western ridged mussel. To avoid and minimize impacts on Western ridges mussel, avoidance and minimization efforts listed below would be implemented.*

Northwestern Pond Turtle (*Actinemys marmorata*)

Northwestern pond turtle (*Actinemys marmorata*) is a federal proposed threatened, California Species of Special Concern, and USFS-Sensitive species. The Scott and Klamath rivers provide suitable aquatic habitat for this species. The surrounding uplands provide suitable wintering and nesting habitat.

The project may require the use of a crane and heavy equipment staging on the Scott River banks/floodplain/upland habitat to replace the Scott River Bridge. This would require temporary ground disturbance and vegetation removal. Turtles may be temporarily impacted if needing to travel around the work area to reach the upland habitat for brumation (dormancy) or nesting. If turtles are moving overland through the riparian zone from the river or vice versa, impacts may occur from heavy equipment moving through the area. The project would require in-stream work, which may impact turtles in the Scott River if present within the ESL. Turtles may be required to be relocated outside the project footprint.

Based on the information above, and with implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4), the project would temporarily impact Northwestern pond turtles. To avoid and minimize impacts on Northern pond turtles, avoidance and minimization efforts listed below would be implemented.

Per FESA, the project would have no substantial adverse effect on Northwestern pond turtles. The project would not jeopardize the continued existence of the Northwestern pond turtle, and therefore, Caltrans would not pursue formal conference with USFWS.

Invasive Species

Construction of the project has the potential to introduce/spread invasive species into the Environmental Study Limits and affect native plant and animal species. Of particular concern are noxious weed species, which crowd-out native plant species. Noxious weed species are often introduced or spread into construction areas as seeds embedded in mud that is attached to construction vehicles and equipment. Noxious weeds are considered widespread in California and subject to regulations to stop their spread.

Implementation of the following Caltrans standard measures would avoid or minimize most impacts to biological resources and ensure that these impacts are not substantial.

BR-1: 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 15 and February 15). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within five days prior to vegetation removal. If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.
- B. A Bird Exclusion Plan would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle birds or bats. Exclusion devices would be installed outside of the breeding season (September 15 through February 15) 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 structures 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 16 through September 14 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 due to construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related

disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

- 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 the 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. Bat exclusion devices may be installed a minimum of 2 hours after sunset, and have several devices with one-way exit doors when the minimum air temperature is above 45 degrees Fahrenheit, between September 15 to November 15, if bats are not found to be occupying the bridge during this period. If bats are found to be occupying the bridge, and displaying reduced activity in preparation for winter hibernation, then exclusion devices may not be installed until March 1 to March 31.
- 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.

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

To reduce potential hydroacoustic impacts to anadromous species due to impact pile driving, a sound-attenuation system may be implemented. The sound attenuation system would be used for piles installed in water by impact hammer. If the sound attenuation system fails, pile driving would stop immediately and not resume until the system is operational. Types of sound attenuation system include, but are not limited to:

- d) Confined bubble curtain
- e) Unconfined bubble curtain
- f) Isolation casings

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

H. 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-4 Wetlands and Other Waters**.

- I. 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.
- J. A Limited Operating Period would be observed, whereby all in-stream work below ordinary high water (OHW) would be restricted to the period between June 15 and September 30 to protect water quality and vulnerable life stages of sensitive fish species.

BR-2: Invasive Species

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

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping would be free of noxious weed seed and propagules.
- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* (CDFW 2016) for all field gear and equipment in contact with water.

BR-3: Plant Species, Sensitive Natural Communities, and ESHA

- A. 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 riparian areas temporarily impacted by the project.
- B. 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.

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

BR-4: Wetlands and Other Waters

- A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. 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 September 30 to protect water quality and vulnerable life stages of sensitive fish species (see also **BR-1**). Construction activities restricted to this period include any work below ordinary high water (OHW). Construction activities performed above the ordinary high water mark (OHWM) 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) or Water Pollution Control Program (WPCP), and/or project permit requirements.
- C. See **BR-3** for Temporary High Visibility Fencing (THVF) information.

Implementation of the following Caltrans Standard Measures identified in other sections of this document would further minimize most impacts to special status species and the aquatic environment:

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-4: Where feasible, construction lighting would be temporary, and directed specifically on the portion of the work area actively under construction.

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

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

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of 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.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

Avoidance and Minimization Measures

In addition to Caltrans Standard Measures and Best Management Practices, the project would include incorporation of other measures to avoid, minimize, and mitigate impacts on biological resources.

The following measures will be implemented to offset permanent and temporary impacts to riverine habitat (Other Waters of the U.S.):

- The contractor will prepare and submit a temporary work platform (falsework and trestle) plan for review and approval by Caltrans. Caltrans will submit the temporary work platform plan to NMFS and CDFW for review and concurrence. The plan will include, but not be limited to, location and length of the temporary work platforms, width of the trestle, type of decking for the trestle, type of support (e.g., steel pipe pile or steel H-pile) for the temporary work platforms, and length, number, and size of piles needed to erect the temporary work platforms.
- The temporary trestles will be designed to resist the 25-year peak flow for the Scott River. If it is required to be left in the river over the winter, the deck of the temporary trestle will be removed prior to the rainy season, so the structure does not interfere with high flows.
- Work above the ordinary high water mark would occur from May 1 to October 15.

- All work within the active stream will occur during daylight hours.
- Impact pile driving will occur between July 1 to September 15.
- Temporary material storage piles (e.g., erodible materials) will be placed at least 100 feet above the OHWM during the rainy season (November 1 through May 31). Materials stored on the floodplains would need to be relocated within (i.e., before) 12 hours of the onset of a storm.
- The gravel work pads for the temporary trestle will be installed above the ordinary high water mark (OHWM) of the Scott River. All other temporary gravel pads below the ordinary high water mark will be removed prior to September 30.
- Heavy equipment is not allowed within the wet channel where water is actively flowing.
- Temporary access roads will be constructed outside of wet channels and rocked or stabilized prior to rainfall events to prevent sediment mobilization.
- All rock placed within the bed or bank of the streams will be clean and free of debris.

The following measures will be implemented to avoid impacts to special status species:

- Before construction, a contractor-supplied biologist will present a Biological Resource Information Program to all on-site workers. This species information session will cover identification, habitat, and avoidance measures for northwestern pond turtles, ringtails, bats, golden eagles, bald eagles, salmonids, monarch butterflies, aquatic and terrestrial mollusks, sensitive habitats, and nesting birds.
- Before the placement of temporary in-stream clear water diversions, fish exclusion screens would be installed upstream and downstream of the wet channel work area to keep fish out of the wet channel.
- Opening of fish exclusion screens will not exceed ¼ inch.
- Any equipment (including boots/waders and construction) *will be properly disinfected or cleaned according to guidance provided by the State of California Aquatic Invasive Species Management Plan* before wet-channel work to prevent the spread of aquatic invasive species.

- Pump intakes, if required, will be screened to avoid uptake of stream aquatic organisms.
 - openings in the perforated plate or woven wire mesh screens will not exceed 3/32 inches, and the drafting operator will actively observe the drafting operation. Pumping will cease and the screen cleaned if it becomes more than 10 percent obstructed by debris.
 - When any dam or other artificial obstruction is being constructed, sufficient water velocity or water shall at all times be kept or allowed to pass downstream to maintain aquatic life below the dam and for safe fish passage.
- A pre-construction survey of the milkweed for all life stages of the monarch butterfly would occur prior to ground disturbance. If monarch eggs, chrysalis, or caterpillars are observed within the ESL, all work would stop within the area of the monarch. If monarchs are officially federally listed at the time of construction, Caltrans would contact USFWS to determine the appropriate coordination and potential relocation. If monarchs remain federally proposed, a qualified biologist would relocate the monarch eggs, caterpillar, or chrysalis upstream of the bridge to other milkweed plants outside the ESL.
- Pre-construction surveys for mollusk (terrestrial) and salamanders would occur in the fall or spring, after rain events, prior to any ground disturbance within the footprint of the retaining wall. The contractor-supplied biologist would relocate any amphibians and mollusks (terrestrial) outside the work area. A relocation location would be predetermined.
- A total of eight concrete Oregon wedge bat boxes and wood bat boxes would be permanently installed on the new Scott River Bridge to offset the permanent removal of the day/maternal roost crevices that bats are using within the existing Scott River Bridge. Four concrete Oregon wedge bat houses and four wood bat boxes would be installed on the south and north sides of the bridge on the outer girders. The boxes would be paired with one concrete and one wood, placed on the eastern and western portions of the bridge, in locations that are at least 15-20 feet above the ground and ideally not directly over the Scott River summer flows. The bat boxes would provide suitable day/maternal roosting habitat and potential torpor habitat for

numerous species of bats. The bridge will also continue to provide night roosting habitat.

- Temporary wildlife exclusion fencing would be installed along the perimeter of the ESL on the Scott and Klamath rivers floodplain to prevent turtles from accessing the work area from the Klamath River. The exclusion fence would also act as ESA fencing; no equipment or work would occur within the ESA or fenced area.
- Pre-construction surveys for turtles would be performed by a qualified contractor supplied biologist at least 48 hours prior to in-water work or ground disturbance. If turtles are discovered during construction and do not move outside the work area on their own accord, the qualified biologist would relocate the turtle downstream/upstream of the ESL.
- All holes and trenches over six inches deep must be covered overnight or escape ramps installed and will be inspected each morning by a qualified biologist.

Mitigation Measures

The following measure would be implemented to ensure that impacts on special status salmonids (SONCC coho salmon and Chinook salmon) have been reduced to levels that are less than significant:

- The State of California Fish and Game Code Section 2081(b)(2) and Section 2081(b)(4) require that action agencies fully mitigate for take of CESA listed species and ensure adequate funding to implement the measures required by Section 2081(b)(2), and for monitoring compliance with, and effectiveness of, those measures. Mitigation for the expected pursuit, catch, capture, and possible mortality of Coho salmon, listed as threatened under CESA, will be implemented at an off-site mitigation project. Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project. This mitigation will also offset permanent impacts on approximately 0.004 acres of riverine habitat. Compensatory mitigation for permanent impacts on riverine habitat and coho salmon would be addressed in the permitting phase in coordination with the

regulatory agencies or through advance mitigation with regulatory agency concurrence.

- Temporarily impacted riverine habitat, estimated at approximately 0.060 acres, will be restored to pre-construction conditions by the contractor upon completion of work.

Permits, Licenses, Agreements and Certifications

Prior to working within riparian habitat that is subject to state jurisdiction, the following permits would be obtained:

- Water Quality Certification from the North Coast Regional Water Quality Control Board.
- A Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife.

The following measures would be implemented to offset permanent and temporary impacts to riparian habitat:

- As a condition of permits to be issued for the project, it is anticipated that permit-driven mitigation would be required to offset permanent impacts to approximately 0.090 acres of riparian habitat. Compensatory mitigation for permanent impacts on riparian habitat would be addressed in the permitting phase in coordination with the regulatory agencies or through advance mitigation with regulatory agency concurrence.
- Temporarily impacted riparian habitat, estimated at approximately 0.40 acres, would be replanted on- and/or off-site in accordance with a Riparian Planting Plan to be prepared for the project in the permitting phase.

Prior to working within riverine habitat (Other Waters of the U.S.) that is subject to federal and state jurisdiction, the following permits will be obtained:

- A Nationwide Permit from the U.S. Army Corps of Engineers
- Water Quality Certification from the North Coast Regional Water Quality Control Board
- A Lake and Streambed Alteration Agreement from the California Department of Fish and Wildlife
- An Incidental Take Permit from the California Department of Fish and Wildlife

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

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

Plant Species

No Impact. Because no non-listed (not listed as Threatened and/or Endangered) special status plant species would be affected by construction of the project, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any plant 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, or U.S. Fish and Wildlife Service. Therefore, *there would be no impact on non-listed special status plant species.*

Animal Species

Less Than Significant Impact with Mitigation Incorporated. The project includes Caltrans Standard Measures and Best Management Practices and other additional measures to avoid or minimize impacts on various non-listed (indicated as species other than Threatened and Endangered Species such as California Species of Special Concern, Fully Protected, etc.) special status animal species (Northern goshawk, olive-sided flycatcher, osprey, purple martin, yellow-breasted chat, Lower Klamath marbled sculpin, Klamath River lamprey, Pacific lamprey, Steelhead—Klamath Mountains Province DPS, California myotis, little brown bat, Mexican free-tailed bat, Fisher—West Coast DPS, highcap lynx, Tehama chaparral, Western pearlshell, Western ridged mussel, and Northwestern pond turtle) and ensure that any impacts on these species would not be substantial. Therefore, *impacts on these non-listed special status animal species would be less than significant.*

Threatened and Endangered Species

No Impact – Plant Species. Because no special status plant species listed as Threatened and/or Endangered would be affected by construction of the project, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any plant 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. Therefore, *there would be no impact on special status plant species listed as Threatened and/or Endangered.*

Less Than Significant Impact – Animal Species. The project includes Caltrans Standard Measures and Best Management Practices (Section 1.4) and other measures to avoid or minimize impacts to various special status animal species listed as Threatened and/or Endangered that may potentially be present in the Environmental Study Limits (Scott Bar salamander, bald eagle, golden eagle, northern spotted owl, coho salmon–Southern Oregon/Northern California Coast Evolutionarily Significant Unit, Chinook salmon–Upper Klamath and Trinity Rivers ESU (fall-run), Franklin’s bumble bee, Western bumble bee, Suckley’s cuckoo bumble bee, monarch butterfly, and Northern California ringtail). Implementation of these measures would ensure that any impacts to these species would not be substantial. Therefore, *impacts on these special status animal species listed as Threatened and/or Endangered would be less than significant.*

As discussed above, proposed project activities during construction, such as pile driving, fish relocation, water turbidity, sedimentation, alteration of channel morphology etc. would impact coho salmon within the project limits of the Scott River. Underwater noise from impact pile driving may affect fish behavior by forcing juvenile fish away from their preferred refugia habitat and potentially increasing mortality risks. Underwater noise from pile driving may increase noise pulses above the threshold that can cause injury or stress to coho. Though temporary piles for false work and the trestle would be installed when adult coho are not present, the temporary piles would remain within the Scott River over the winter during the adult coho upstream migration. The temporary piles within the river may temporarily alter the stream habitat, alter the river flow, and create obstacles for migrating coho through the project. Furthermore, removal of the existing bridge and construction of the new bridge would result in net permanent impacts to approximately 0.004 acres

(~24 linear feet) of riverine habitat. Although the amount of riverine habitat permanently impacted is minimal, it has a very high value to salmonids because it provides important spawning, migration, and rearing habitat.

Per FESA, Caltrans has determined the proposed project **may affect, is likely to adversely affect** SONCC coho salmon, SONCC coho salmon critical habitat, and Chinook and SONCC coho salmon EFH. Formal Consultation with NMFS would be utilized to address potential effects to SONCC coho salmon and its associated critical habitat.

Per CESA, the project may result in “**Take**” of SONCC coho salmon. Caltrans would initiate consultation with CDFW to address potential state take of coho salmon and a Consistency Determination and/or an Incidental Take Permit may be required. The State of California Fish and Game Code Section 2081(b)(2) and Section 2081(b)(4) require that action agencies fully mitigate for take of CESA listed species and ensure adequate funding to implement the measures required by Section 2081(b)(2), and for monitoring compliance with, and effectiveness of, those measures. Mitigation for the expected pursuit, catch, capture, and possible mortality of coho salmon, listed as threatened under CESA, will be implemented at an off-site mitigation project. Potential off-site mitigation projects include the Noyes Valley Instream and Floodplain Restoration Project, Sugar Creek Refugia Phase III Project, and/or the French Creek Fish Passage and Restoration Project. With the incorporation of CEQA-driven mitigation as described above to offset impacts to special status salmonids (SONCC coho salmon and Chinook salmon), the project would not 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 U.S. Fish and Wildlife Service, NMFS, or California Department of Fish and Wildlife. *Therefore, impacts to special status salmonids listed as Threatened and/or Endangered would be less than significant with the incorporation of CEQA-driven mitigation.*

Invasive Species

Less Than Significant Impact. Construction of the project has the potential to introduce/spread invasive species into the Environmental Study Limits and affect native plant and animal species. Of particular concern are noxious weed species, which crowd-out native plant species. With implementation of Caltrans Standard Measures and Best Management Practices (Section 1.4) to prevent the introduction

or spread of invasive and/or noxious weed species, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any plant species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the U.S. Fish and Wildlife Service, NMFS, or California Department of Fish and Wildlife, or Therefore, *any impacts related to the introduction/spread of invasive species would be less than significant.*

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

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

Sensitive Natural Communities

Less Than Significant Impact. Sensitive natural communities within the Environmental Study Limits include the Oregon white oak alliance (state rarity rank 3) and riparian habitat.

Oregon White Oak Woodland and Forest Alliance

This alliance is found within the Biological Study Area, not the Environmental Study Limits; therefore, construction of the project would not impact Oregon White Oak Woodland and Forest Alliance, a State-designated sensitive natural community.

Riparian Habitat

As discussed above, the project would have temporary and permanent riparian impacts within the ESL. Because construction of the project would impact a minimal amount of riparian habitat and the project would not have a substantial adverse effect on any riparian habitat identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, under CEQA, *impacts to riparian habitat would be less than significant and no CEQA-driven mitigation would be required.* As a condition of permits to be issued for the project, it is anticipated that permit-driven mitigation would be required to offset impacts on riparian habitat.

Invasive Species

Less Than Significant Impact. Construction of the project has the potential to introduce/spread invasive species into the Environmental Study Limits and affect native plant and animal species. Of particular concern are noxious weed species, which crowd-out native plant species. With implementation of Caltrans Standard Measures to prevent the introduction or spread of invasive and/or noxious weed species, the project would not 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. *Therefore, any impacts on riparian habitat or other sensitive natural communities related to the introduction/spread of invasive species would be less than significant.*

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

- c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Wetlands and Other Waters

No Impact. Because no wetlands are present within the Environmental Study Limits, the project would not have an 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. *Therefore, there would be no impact.*

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

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Animal Species

Less Than Significant. The project work scope includes the installation of a temporary water diversion in the riverbed during construction that would continue to allow aquatic organisms to move freely around the in-channel work area. Furthermore, a permanent wildlife bench would be constructed to allow for wildlife connectivity. In addition, various other Caltrans Standard Measures and Best Management Practices would be implemented during construction to protect nesting birds that may be present. With implementation of these measures, the project would not 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. Therefore, *impacts would be less than significant.*

Threatened and Endangered Species

Less Than Significant with Mitigation Incorporated. As discussed above, proposed project activities during construction such as pile driving, fish relocation, water turbidity, sedimentation, alteration of channel morphology, etc. will impact coho salmon within the project limits of the Scott River. Underwater noise from impact pile driving may affect fish behavior by forcing juvenile fish away from their preferred refugia habitat and potentially increasing mortality risks. Underwater noise from pile driving may increase noise pulses above the threshold that can cause injury or stress to coho. Though temporary piles for false work and the trestle will be installed when adult coho are not present, the temporary piles will remain within the Scott River over the winter during the adult coho upstream migration. The temporary piles within the river may temporarily alter the stream habitat, alter the river flow, and create obstacles for migrating coho through the project. Furthermore, removal of the existing bridge and construction of the new bridge would result in net permanent impacts to approximately 0.004 acres (~24 linear feet) of riverine habitat. Although the amount of riverine habitat permanently impacted is minimal, it has a very high value to salmonids because it provides important spawning, migration, and rearing habitat. Construction of the project would directly and indirectly impact a minimal amount of critical habitat designated for the SONCC coho salmon and EFH designated for coho and Chinook salmon.

With the implementation of Caltrans Standard Measures and the incorporation of CEQA-driven mitigation to offset impacts to special status salmonids and their

critical habitat, the project would not interfere substantially with the movement of any native resident or migratory fish or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, *impacts would be less than significant with the incorporation of CEQA-driven mitigation.*

Invasive Species

Less Than Significant. Construction of the project has the potential to introduce/spread invasive species into the Environmental Study Limits and affect native plant and animal species. Of particular concern are noxious weed species, which crowd-out native plant species. With the implementation of Caltrans Standard Measures to prevent the introduction or spread of invasive and/or noxious weed species, the project would not 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. Therefore, *any impacts on the movement of fish or wildlife species, wildlife corridors, or wildlife nursery sites resident related to the introduction/spread of invasive species would be less than significant.*

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 project is located in Siskiyou County and therefore is subject to the *Siskiyou County General Plan (County of Siskiyou, 1973)*. The Conservation Element in the *Siskiyou County General Plan* includes various policies and objectives related to the protection of biological resources (e.g., streams, rivers, forests and woodlands, wetlands, and native plants and animals) within the county.

The project is consistent with the Conservation Element in the *Siskiyou County General Plan*. As such, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, *there would be no impact.*

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

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

No Impact. The United States Fish and Wildlife Service has approved one habitat conservation plan in Siskiyou County (United States Fish and Wildlife Service 2023). The habitat conservation plan was approved for the Fruit Growers Supply Company for the conservation of habitat for Chinook salmon (Upper Klamath and Trinity Rivers ESU), coho salmon (Southern Oregon/Northern California Coast ESU), steelhead (Klamath Mountains Province DPS), northern spotted owl, and Yreka phlox. The habitat conservation plan provides incidental take permits for federally listed species on privately owned land. The nearest land subject to the habitat conservation plan is located approximately 1.5 miles north of the Environmental Study Limits.

No natural community conservation plans have been designated in Siskiyou County (California Department of Fish and Wildlife 2023). The Environmental Study Limits include federal land that is subject to the *Northwest Forest Plan* (U.S. Forest Service and Bureau of Land Management 1994) and the *Klamath National Forest Land and Resource Management Plan* (U.S. Forest Service 1995). The *Northwest Forest Plan* is a landscape approach to federal land management designed to protect threatened and/or endangered species while also contributing to social and economic sustainability in the region. The *Klamath National Forest Land and Resource Management Plan* is the management plan for the forest.

The project would not conflict with any habitat conservation plans, natural community conservation plans, or other approved local, regional (e.g., the *Northwest Forest Plan* or the *Klamath National Forest Land and Resource Management Plan*), or state habitat conservation plans. Therefore, there would be *no impact*.

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?	No	No	No	Yes
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	No	No	No	Yes
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No	No	No	Yes

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 California Code of Regulations [CCR § 15000 et seq.]
- Native American Historic Resource Protection Act–PRC § 5097 et seq.
- Assembly Bill (AB) 52, amends California Environmental Quality Act and the Native American Historic Resource Protection Act:
 - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined in PRC § 21074(a), is a project that may have a significant effect on the environment
 - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act–California Health and Safety Code §§ 8010-8011

Environmental Consequences

“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 dated April 15, 2026 (Caltrans 2026d). Potential impacts to cultural resources are not anticipated due to reasons explained below.

The cultural resources study did not identify cultural resources within the project’s Area of Potential Effects. 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). Tribal cultural resources are addressed separately in Section 2.18.

It is possible that cultural resources may be encountered during construction ground-disturbing activities. It is Caltrans’ policy to avoid cultural resources whenever possible. Implementation of the following Caltrans Standard Measures to protect cultural resources that are known to be present or may be encountered by ground-disturbing activities during construction would ensure that the project would have no adverse effect on cultural resources:

CR-1: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-2: If human remains and related items are discovered on private or state land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10. All work in the vicinity of the discovery will be halted and the administering agency's archaeologist 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.

Avoidance, Minimization and Mitigation Measures

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

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. The cultural resources study did not identify cultural resources within the project's Area of Potential Effects. However, with implementation of Caltrans Standard Measures and Best Management Practices to protect these cultural resources and any other cultural resources that may be encountered by ground-disturbing activities during construction, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. Therefore, there would be no impact.

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

No Impact. The cultural resources study did not identify cultural resources within the project's Area of Potential Effects. However, with implementation of Caltrans Standard Measures and Best Management Practices to protect these cultural resources and any other cultural resources that may be encountered by ground-disturbing activities during construction, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. Therefore, there would be no impact.

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

No Impact. The cultural resources study did not identify any indicators of the presence of human remains on the ground surface within the project's area of potential effects. However, with implementation of Caltrans Standard Measures and Best Management Practices to protect cultural resources (including human remains that may be encountered by ground-disturbing activities during construction), the project would not disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, there would be no impact.

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?	No	No	Yes	No
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No	No	Yes	No

Regulatory Setting

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

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

Affected Environment

Energy use within the Environmental Study Limits is affected by existing infrastructure that requires the input of energy to operate. However, the Environmental Study Limits, including existing underground fiber optic cables, have no existing infrastructure that requires the input of energy to operate.

Energy use within the Environmental Study Limits is also affected by the amount of traffic that passes through the Environmental Study Limits, the rate of travel, and patterns of travel. In 2018, the segment of SR 96 within the Environmental Study Limits had an annual average daily traffic (AADT) of approximately 530 vehicles (Caltrans 2021a).

The AADT counts indicate a relatively low amount of vehicle traffic on this segment of SR 96 and through the Environmental Study Limits.

Environmental Consequences

An Energy Analysis Report (Caltrans 2025a) was prepared for the project to evaluate energy use associated with construction and long-term operation of the project. Construction of the project would not increase capacity of the State Highway System or induce an increase in vehicle miles traveled. Therefore, there would be no increase in energy consumption related to vehicle miles traveled. New Transportation Management System (TMS) elements (e.g., two new loops and pull boxes) would be installed, which would require the input of battery power to operate. However, the amount of energy required to power the new TMS elements during long-term operation of the project would be minimal. The project includes minor roadway realignment on approaches to the new bridge, but this would result in a minimal increase in energy use during long-term operation of the project.

During construction, there would be a short-term increase in energy use due to the operation of construction vehicles and equipment, and from vehicles idling at one-way reversing traffic controls (the idling of vehicles is an inefficiency in energy use). However, the increase in energy use during construction would be minimal and temporary.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project. When practical, implementation of the following energy savings measures would minimize energy use:

- Use recycled and energy-efficient building materials, energy-efficient tools and construction equipment, and renewable energy sources in construction and operation of the project.
- Improve operations and maintenance practices by regularly checking and maintaining equipment to ensure its functioning efficiently.
- Optimize start-up time, power-down time, and equipment sequencing.
- Educate employees about how their behaviors affect energy use.

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

Discussion of CEQA Environmental Checklist Question 2.6—Energy

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

Less Than Significant Impact. Wasteful, inefficient, or unnecessary energy consumption during construction would be limited to vehicles idling at one-way reversing traffic controls (the idling of vehicles is an inefficiency in energy use). However, any wasteful, inefficient, or unnecessary energy consumption during construction would be minimal and temporary in nature.

Once built, the new TMS elements would require a minimal amount of battery power to operate; this would result in a minimal increase in energy use during long-term operation of the project. Given these findings, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. During construction, there would be a short-term increase in energy use due to the operation of construction vehicles and equipment, and from vehicles idling at one-way reversing traffic controls (the idling of vehicles is an inefficiency in energy use); however, this would be minimal and temporary.

Once built, the new TMS elements would require a minimal amount of battery power to operate; this would result in a minimal increase in energy use during long-term operation of the project. Given these findings, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

2.7 Geology and Soils

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
systems where sewers are not available for the disposal of wastewater?				
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No	No	No	Yes

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

Affected Environment—Geology and Soils

The project is located in the Klamath Mountains, which are generally characterized by steep forested slopes and deep river valleys. The project is located near the confluence of the Scott River and Klamath River. Topography within and adjacent to the Environmental Study Limits is mostly level, although hills with moderate slope are present east and west of the Scott River Bridge south of the roadway. Landslides are common throughout the Klamath Mountains, particularly in winter, and often are caused by rainstorms that saturate the ground and cause the ground to slide downslope or by seismic events that cause unstable soils to slide downslope. Review of aerial photographs found no evidence of landslides within the Environmental Study Limits, although a scar from a small landslide is present approximately 1,000 feet to the west. Review of the California Department of Conservation's Landslide Inventory Mapper found no data for the Environmental Study Limits (California Department of Conservation 2025c). Given that the topography within the Environmental Study Limits is mostly level and there is no history of highway repairs due to landslides or subsidence within the Environmental Study Limits, the soils are presumed to be relatively stable.

The underlying geology in the Environmental Study Limits consists of schists of various types that are mostly Paleozoic and Mesozoic, although some rocks are Pre-Cambrian (California Department of Conservation 2025d).

The project is not located in an area that has a known active earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation 2025e). The Environmental Study Limits are subject to moderate seismic ground shaking from earthquakes due to proximity to known active faults off the coast (California Department of Conservation 2025f). The project is not in an area characterized by seismic-related ground failure and/or liquefaction (California Department of Conservation 2025g).

Soil types within the Environmental Study Limits are limited to Riverwash (USDA–Natural Resources Conservation Service 2025). Riverwash has not been rated for its potential for erosion.

Some soils have a potential to swell when they absorb water and shrink when they dry out. These expansive soils generally contain clays that expand when moisture is absorbed into the crystal structure. When these soils swell, the change in volume can exert significant pressure on loads that are upon them. A soil's shrink-swell potential is determined through linear extensibility. Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. The amount and type of clay minerals in the soil influence the change in volume. The linear extensibility of the Riverwash soil type within the Environmental Study Limits is not rated.

The Riverwash soil type within the Environmental Study Limits is generally unsuitable for supporting septic tanks and alternative wastewater systems. Riverwash is not rated with regard to supporting sewage lagoons, has very limited use with regard to use as a septic tank absorption field, and has very limited use with regard to disposal of wastewater by rapid infiltration.

Environmental Consequences

Although the new bridge could be subjected to moderate to high seismic ground shaking in the event of a strong earthquake, any such effects can be overcome through proper planning, design, and/or construction. Work associated with constructing the new bridge, removing the existing bridge, pavement work, permanently relocating existing underground fiber optic cables, extending an existing culvert, constructing temporary construction access roads, and installation of permanent stormwater treatment Best Management Practices (BMPs) would expose native soil. Construction of the project would result in approximately 3.7 acres of ground disturbance and excavation of approximately 675 cubic yards of soil. Excavated soil that cannot be reused on-site would be disposed of at a previously approved Caltrans disposal site at PM 40.1 and PM 38.7. The project would result in the loss of a small amount of topsoil and has the potential to cause a minimal amount of soil erosion.

Implementation of the following Caltrans Standard Measures and Best Management Practices identified in Section 1.4 would overcome the effects of strong seismic ground shaking and minimize the potential for erosion and loss of topsoil:

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.

Implementation of the following Caltrans Standard Measures identified in the water quality assessment would further minimize the potential for erosion and loss of topsoil:

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

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

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of 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.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices (Section 1.4) are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

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. The project is not located in an area that has a known active earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Given the absence of known earthquake faults in the area, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. Therefore, there would be no impact.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project is subject to moderate seismic ground shaking from earthquakes due to proximity to known active faults off the coast. However, the bridge would be construction in accordance with seismic standards. Thus, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, any impacts from strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The project is not in an area characterized by seismic-related ground failure and/or liquefaction. Therefore, there would be no impact related to seismic-related ground failure, including liquefaction.

iv) Landslides?

No Impact. Given that the topography within and adjacent to the project is mostly level and there is no history of highway repairs due to landslides or subsidence within the Environmental Study Limits, the soils are presumed to be relatively stable. The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, there would be no impact.

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

Less Than Significant Impact. Construction of the project would result in approximately 3.7 acres of ground disturbance (topsoil disturbed) and excavation of approximately 675 cubic yards of soil. This could generate accelerated runoff, localized erosion, and sedimentation. In addition, construction activities could expose soil to wind erosion that could adversely affect on-site soils.

However, Caltrans Standard Measures and Best Management Practices for erosion control would be implemented to reduce the potential for substantial soil erosion and loss of topsoil. As discussed above, these measures include designing the project to minimize slope failure, settlement, and erosion using recommended construction techniques and BMPs. New earthen slopes would be vegetated to reduce erosion potential.

Furthermore, the project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit and the Construction General Permit (CGP). The permitting process requires the development and implementation of an effective Stormwater Pollution Prevention Plan (SWPPP) that includes BMPs to reduce pollutants as well as any additional controls necessary to meet water quality standards. Measures that may be implemented to minimize erosion include, but are not limited to, installing temporary sediment control and soil stabilization devices, maintaining existing vegetated areas to the maximum extent possible, and vegetation reestablishment.

With implementation of Caltrans Standard Measures for erosion control, the project would not result in substantial soil erosion or the loss of topsoil. Therefore, impacts would be less than significant.

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 that would become unstable as a result of the project, and would not potentially result in on-site/off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, there would be no impact.

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

No Impact. Expansive soils are not present within the Environmental Study Limits. Because the new bridge would not be located on an expansive soil, the project would not create substantial direct or indirect risks to life and/or property. Therefore, there would be no impact.

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

No Impact. The Riverwash soil type within the Environmental Study Limits is generally unsuitable for adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The project does not include the use of septic tanks and/or alternative wastewater disposal systems. Therefore, there would be no impact.

Regulatory Setting—Paleontological Resources

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

Affected Environment

The Environmental Study Limits are situated within the Klamath Mountains, which are known to be a source of paleontological resources. Paleontological resources (fossils) are preserved remains, impressions, or traces of biological organisms from the past. Fossils vary in age—some fossils may be thousands of years old whereas others may be millions of years old or older. Fossils are found primarily embedded in sedimentary rocks, mostly shale, limestone, and sandstone. According to the

California Geological Survey, the geology of the project area consists of marine sedimentary and metasedimentary rocks; therefore, there is a high potential for paleontological resources (e.g., fossils) and unique geologic features to be present.

Environmental Consequences

The Paleontological Resources Study (Caltrans 2025b) did not identify any paleontological resources or unique geologic features within the Environmental Study Limits. It is possible that paleontological resources may be encountered during construction as a result of ground-disturbing activities. Implementation of following Caltrans Standard Measures and Best Management Practices to protect paleontological resources that may be encountered during construction would ensure that the project would have no adverse effect on paleontological resources (Section 1.4).

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

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

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

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

No Impact. The Environmental Study Limits are considered to have a low potential for paleontological resources (e.g., fossils) or unique geologic features to be present. With implementation of the Caltrans Standard Measures and Best Management Practices to protect any paleontological resources that may be encountered during construction, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, there would be no impact.

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?	No	No	Yes	No
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No	No	Yes	No

Climate Change

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

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is 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 to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources. For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans’ Standard Environmental Reference (SER), Chapter 16, Climate Change.

FEDERAL

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Federal Register 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

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

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFE) standards for on-road motor vehicles sold in the United States. The U.S. Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act (U.S. EPA 2021). 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). These standards are periodically updated and published through the federal rulemaking process.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies.

The California Air Resources Board (CARB) was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors, and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state’s GHG reduction goals.

Environmental Setting

The project is in a rural area, with a primarily natural resources-based agricultural and tourism economy. SR 96 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate routes are SR 3, approximately 31 miles to the southeast, and SR 299, approximately 112 miles to the south. Traffic counts on SR 96 are low. The Siskiyou County Local Transportation Commission is the state-designated Regional Transportation Planning Agency (RTPA) for Siskiyou County and guides transportation development within the county. The *2021 Regional Transportation Plan for Siskiyou County* (Green Dot Transportation Solutions 2021) and the *Siskiyou County General Plan* (County of Siskiyou 1973) address GHGs in the project area.

GHG INVENTORIES

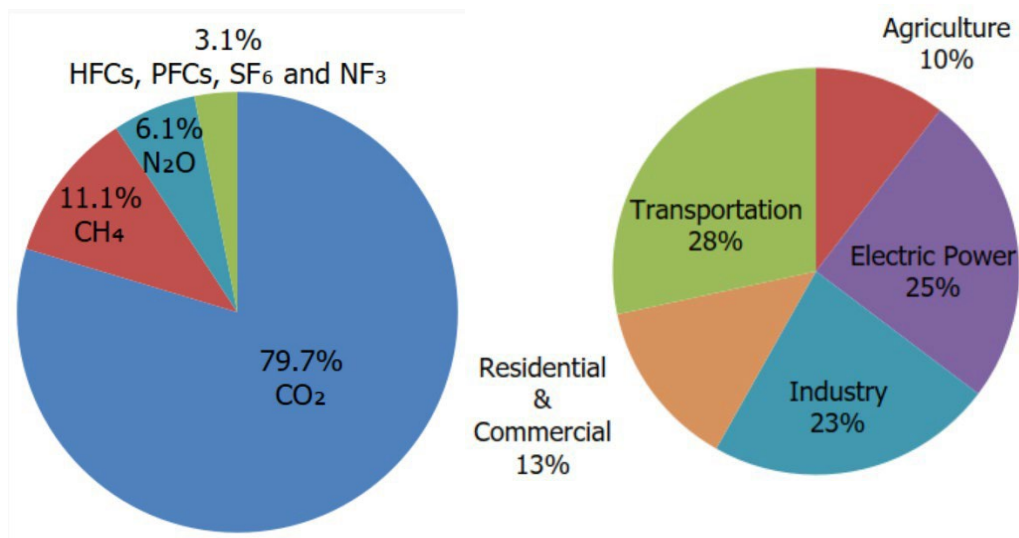
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission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

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO₂, 11% were CH₄, and 6% were N₂O; the balance consisted of fluorinated gases. From 1990 to 2022, CO₂ emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 5). Transportation activities accounted for 37% of U.S. CO₂ emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

Figure 5. U.S. 2022 Greenhouse Gas Emissions

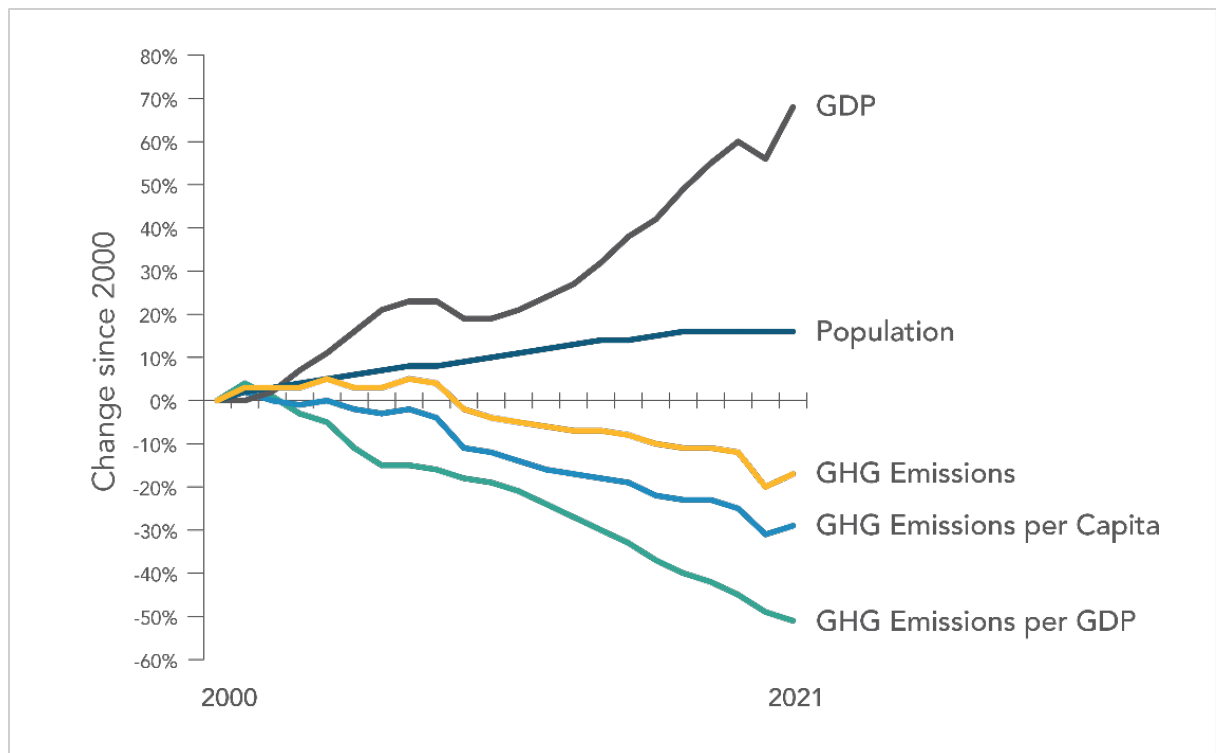


Source: U.S. EPA 2024b

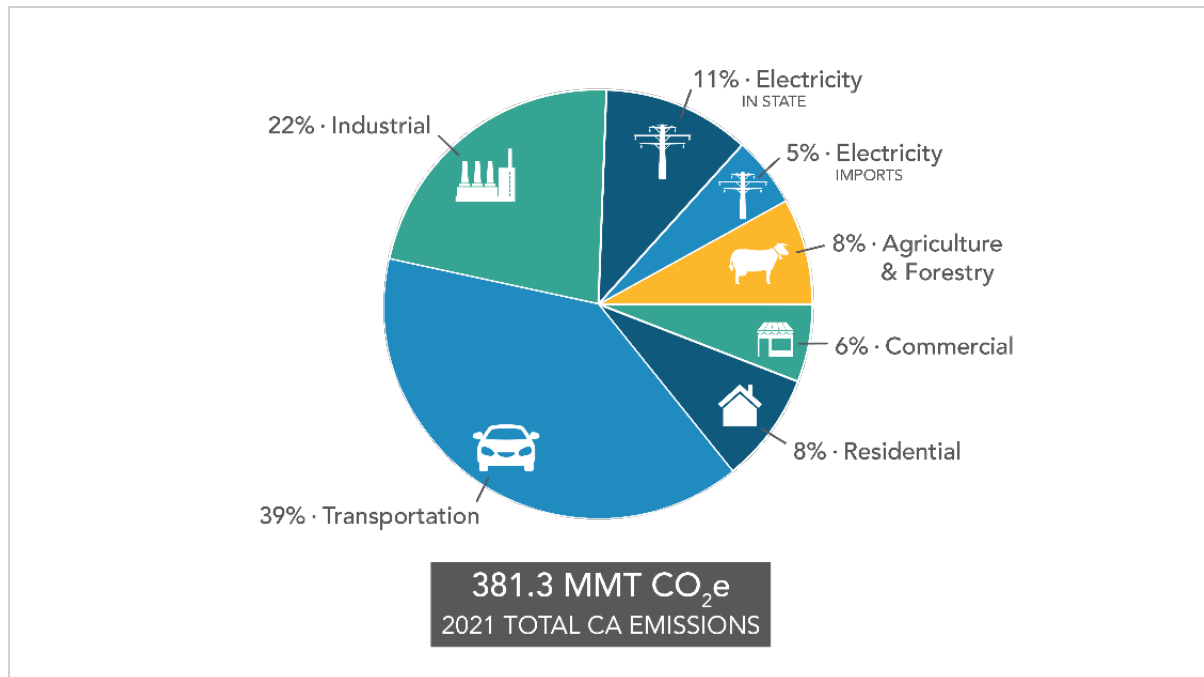
STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 6). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 7) (CARB 2023).

Figure 6. Change in California GDP, Population and GHG Emissions since 2000



Source: CARB 2023

Figure 7. California 2021 Greenhouse Gas Emissions by Economic Sector

Source: CARB 2023

AB 32 required the CARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. 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 (CARB 2008). The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (CARB 2022a).

REGIONAL PLANS

As required by *The Sustainable Communities and Climate Protection Act of 2008*, 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 project is not within the jurisdiction of an MPO (CARB 2021) and therefore is not subject to CARB GHG reduction targets. The Siskiyou County Local Transportation Commission is the state designated RTPA for Siskiyou County and guides transportation development within the county. The project is subject to various local and regional plans including the *2021 Regional Transportation Plan for Siskiyou County*, the *2025 Siskiyou County Active Transportation Plan*, and the *Siskiyou County General Plan*. These local and regional plans include goals, policies, and strategies aimed at reducing greenhouse gas emissions (Table 4 below). The project area does not currently have a Sustainable Communities Strategy (Siskiyou County Local Transportation Commission 2021). However, the Siskiyou County Local Transportation Commission prepared a countywide Active Transportation Plan (ATP) in April of 2025 (Siskiyou County Local Transportation Commission 2025).

The ATP builds upon regional and local planning efforts, such as the Siskiyou County General Plan Update, and incorporates community input to create an active transportation system that makes jobs, schools, businesses, and destinations more accessible to people walking and biking and addresses the areas with the highest number of crashes involving people walking and biking. The ATP identifies and prioritizes active transportation infrastructure projects, programs, and policies to advance these goals.

Table 4. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<i>2021 Regional Transportation Plan for Siskiyou County</i>	Chapter 3 Policy Element
	3.2.11 Air Quality and Environment
	Goal 17—Include climate change strategies in transportation investment decisions.
	Objective—Ensure consistency with Senate Bill 743 Legislation.
	Policy 17.1—Replace Level of Service (LOS) analysis with Vehicle Miles Traveled (VMT) analysis as required statewide under CEQA and to support state and national goals to reduce greenhouse gas (GHG) emissions.
	Objective—Reduce or maintain GHG emissions from transportation related sources in the Siskiyou region.
	Policy 17.2—Comply with state and federal climate change regulations and standards.
	Policy 17.3—Evaluate transportation projects based on their ability to reduce GHG emissions within the Siskiyou region.
	Policy 17.4—Make alternative transportation, such as active transportation and transit, a priority when developing plans.
	Policy 17.5—Observe new technologies and opportunities to implement energy efficient and alternative transportation infrastructure.
	Policy 17.6—Encourage private and public investment in an electric vehicle charging station network that can be utilized by transit vehicles and personal vehicles for the Siskiyou region and seek funding to fill gaps in the network.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are 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.

(GHGs differ in how much heat each traps 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, using a metric called “carbon dioxide equivalent”, or CO₂e. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.)

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

Non-Capacity-Increasing Projects

The project would not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR 96, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

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

phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

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

Construction is expected to begin in 2029 and last approximately two construction seasons, 240 working days, ending in 2030. Construction GHG would result in generation of short-term, construction-related GHG emissions. Construction GHG emissions consist of emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays and detours due to construction. These emissions would be generated at different levels through the construction phase.

Estimates of various GHG, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (HFCs), were made for the construction year using the Caltrans Construction Emission Tool (CAL-CET2021 v1.0.2). As shown in Table 5, the primary GHG released during construction is CO₂ (Caltrans 2026b).

Table 5. Estimates of GHG Emissions During Construction (in U.S. tons)

Construction Year	CO₂ (tons)	CH₄ (ton)	N₂O (ton)	BC (ton)	HFC-134a (ton)
2029	91	0.002	0.005	0.004	0.002
2030	106	0.002	0.006	0.004	0.003
Total	197	0.004	0.011	0.008	0.005

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) that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

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

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

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

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

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 that they store carbon, are resilient, and enhance other environmental benefits (California Governors OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement.

GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

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

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

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 in 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 Infrastructure

The *California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 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 2021b).

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations.

Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020a) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Caltrans-controlled emission sources, in support of Caltrans and State goals.

Project-Level Greenhouse Gas Reduction Strategies

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

- GHG-1:** Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).
- GHG-2:** Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.
- GHG-3:** Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).
- GHG-4:** Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.
- GHG-5:** All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO₂. This replanting would help offset any potential CO₂ emissions increase.
- GHG-6:** Pedestrian and bicycle access would be maintained on State Route 96 during project activities.

- GHG-7:** 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.
- GHG-8:** 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.
- GHG-9:** Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- GHG-10:** 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.
- GHG-11:** Maintain equipment in proper tune and working condition.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the *2023 CEQ Interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change*, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years ... to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation recognizes the transportation sector’s major contribution of GHGs that cause climate change and has made climate action one of the department’s top priorities (U.S. DOT 2023). FHWA’s policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

STATE EFFORTS

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

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to 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 Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

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

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

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (*in Atkins 2021*) established statewide goals to “anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.” As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability, and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy, and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023b).

Project Adaptation Analysis

To assess whether the project may be subject to climate change effects, the *Caltrans Climate Change Vulnerability Assessments–District 2* (Caltrans 2018) and the *Caltrans Adaptation Priorities Report* (Caltrans 2020b) for District 2 were reviewed. Findings are presented below for climate change effects related to sea level rise, precipitation and flooding, wildfire, and temperature.

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

Precipitation volatility is expected to increase in the future, with longer dry periods interspersed with unusually wet periods. Increases in heavy precipitation events, combined with other changes in land use and land cover, can increase the risk of flash flooding. The effects of increased precipitation were especially significant in District 2 during the winter of 2016–2017. Rainstorms and mudslides caused road closures and damage in the District, and intense storms caused roadway flooding and transportation infrastructure washouts, costing Caltrans millions of dollars in maintenance and repair costs.

The project is susceptible to climate change effects resulting from precipitation volatility and, being located near the mouth of the Scott River, it is also susceptible to climate change effects resulting from flooding associated with precipitation volatility. The bridge was damaged by floods in 1964, 1974, and 1997. In these floods, the bridge sustained flood damage to girders, bridge rail, and fill around the abutments.

The Floodplain Evaluation Report Summary (Caltrans 2025d) determined that the project is located within a mapped 100-year flood hazard area of the Scott River that is subject to flooding. However, the project would only minimally alter surface elevations within the mapped 100-year floodplain of the Scott River and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

The project would add approximately 1.2 acres of new impervious surface where it did not previously exist (this consists of approximately 0.26 acre on the new bridge deck and approximately 0.94 acre elsewhere) and would remove approximately 0.91 acre of impervious surface (this consists of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere). If left untreated, new impervious surfaces could exacerbate flooding in the project area. However, project design features include the incorporation of on-site permanent stormwater treatment BMPs to treat post-construction stormwater runoff, which would improve water quality and minimize the rate of runoff and flooding. Therefore, the amount of new impervious surface added would not substantially exacerbate flooding in the project area.

The project would not result in a substantial increase in short-term or operational emissions of greenhouse gases that would cause climate change, which could affect precipitation and flooding.

Wildfire

Wildfires in the region have caused traffic delays, roadblocks, and detours on the portion of the State Highway System in District 2. In addition to direct impacts of wildfire, the indirect impacts of smoke can affect visibility and cause public health concerns. Caltrans expects wildfire events to increase in frequency and severity due to climate change.

As discussed in Section 2.20, Wildfire, a portion of the ESL west of Scott River Road is located within a State Responsibility Area, which means that the California State Department of Forestry and Fire Protection (CAL FIRE) is responsible for providing fire protection. As shown in Section 2.20, Figure 9, the State Responsibility Area that includes a portion of the Environmental Study Limits has a very high fire hazard severity rating (CAL FIRE 2025c).

The project would not result in a substantial increase in short-term or operational emissions of greenhouse gases that would cause climate change, which could exacerbate the hazard of wildfire. Project features that will protect the project from wildfire include the use of guardrail with metal posts, the use of concrete and steel as primary building materials for the new bridge, placing TMS elements and most of the relocated fiber optic cables underground, and use of a metal pipe to extend a culvert. In addition, the following standard measure will be included for fire prevention:

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

Temperature

Temperature increase is a direct outcome of increasing GHG emissions (Caltrans 2018). Heat waves have directly damaged infrastructure in California, causing pavement buckling and blackouts. District 2, including the project area, has a Mediterranean climate, characterized by hot, dry summers and cold, wet winters. Temperatures in lower-lying District 2 areas (e.g., the city of Redding) can be very hot. According to NOAA, the average summer temperatures at the Redding Municipal Airport from 2006 to 2020 ranged from 92 to 100 degrees Fahrenheit. A record temperature of 114 degrees Fahrenheit was recorded in August 2017. The annual average summer temperatures at Fort Jones from 2006 to 2020 range from 75 to 94 degrees Fahrenheit (NOAA 2026).

As temperatures rise from higher GHG concentrations in the atmosphere, the average and maximum temperatures are expected to increase. More frequent extreme heat events could affect maintenance needs, cause material damage, and cause changes in maintenance schedule during high heat to protect worker safety. Because the project area is projected to experience substantial changes in the maximum or minimum temperatures over the project design life, the pavement and maintenance choices made will increase the project's resilience to the effects of temperature.

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No	No	Yes	No
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?	No	No	Yes	No
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?	No	No	No	Yes
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?	No	No	No	Yes
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?	No	No	No	Yes

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

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary laws governing hazardous materials, waste and substances include:

- California Health and Safety Code—Chapter 6.5
- Porter-Cologne Water Quality Control Act—§ 13000 et seq.
- CFR Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

As documented in the Initial Site Assessment (Caltrans 2025c), aerially deposited lead may be present in soils throughout the project limits due to the historical use of leaded gasoline on the roadway, naturally occurring asbestos may exist within the project limits due to the underlying geology, asbestos may be present in bridge deck joints, lead/chromium may be present in yellow and white road striping, and various hazardous materials may be present in treated wood posts. No sites which are included on a list (the Cortese list) of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are present within or adjacent to the Environmental Study Limits.

Environmental Consequences

Construction of the project would require excavation of approximately 675 cubic yards of soil, removal/replacement of a small quantity of wood post guardrail, generation of a small amount of grindings containing road striping, and involve working with bridge deck joints. These activities have the potential to release a minimal amount of hazardous materials into the environment. Implementation of the following Caltrans Standard Measures would ensure that impacts related to hazards and hazardous materials would be minimal:

- HW-1:** Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, § 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of materials containing lead.
- HW-2:** When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision “Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue” (SSP 14-11.12).
- HW-3:** If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification “Treated Wood Waste.”

HW-4: If asbestos-containing material is removed during this project, it would be removed and disposed of in accordance with Standard Special Provisions (SSP) 14-11.10 “Naturally Occurring Asbestos” and SSP 14-11.16 “Asbestos-containing Construction Materials in Bridges.”

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

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

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

Less Than Significant Impact. Because construction of the project would involve the handling, transport, and disposal of hazardous materials in accordance with Caltrans Standard Measures and Best Management Practices, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

- 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. Because construction of the project would involve the handling, transport, and disposal of hazardous materials in accordance with Caltrans Standard Measures and Best Management Practices, the project would not 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. Therefore, impacts would be less than significant.

- 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. There are no existing or proposed schools within one-quarter mile of the project. The nearest school is Klamath Union Elementary School, approximately 6.5 miles east in the community of Horse Creek. Therefore, 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. Therefore, there would be no impact.

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

No Impact. The project is not 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 not create a significant hazard to the public or the environment. Therefore, there would be no impact.

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

No Impact. The project is not located within two miles of an airport. The nearest airport is in Happy Camp, approximately 18 miles to the west. The Happy Camp Airport services small propeller-driven aircraft and helicopters. The airport generally has very few daily departures/arrivals. Given the project's distance from the Happy Camp Airport, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, there would be no impact.

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

Less Than Significant Impact. The project would not substantially impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. In the event of an emergency during construction, Caltrans would coordinate with the California Highway Patrol to resolve any traffic-related concerns. Once constructed, the project would improve conditions during emergency response and emergency evacuations in the project area. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The Environmental Study Limits and vicinity have experienced three wildfires since 2014. However, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Rather, the project would construct a new bridge over the Scott River that may provide an evacuation route during wildfire emergencies or provide fire vehicles a means of accessing/suppressing wildfires. Therefore, impacts would be less than significant.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No	No	Yes	No
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No	No	No	Yes
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	No	No	Yes	No
(i) result in substantial erosion or siltation on- or off-site;	No	No	Yes	No
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No	No	Yes	No
(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	No	No	Yes	No
(iv) impede or redirect flood flows?	No	No	Yes	No

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No	No	No	Yes
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No	No	No	Yes

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 (CFGF)—Sections 1600–1607
- State: Porter-Cologne Water Quality Control Act— Sections 13000 et seq.

Affected Environment

As documented in the Water Quality Assessment Report (Caltrans 2026e), the project is located within the Scott River and Middle Klamath River Hydrologic Area, which is located within the Klamath River watershed and is managed by the North Coast Regional Water Quality Control Board. The primary receiving water body in the Environmental Study Limits is the Scott River, which is tributary to the nearby Klamath River. According to the *Water Quality Control Plan for the North Coast Region* (North Coast Regional Water Quality Control Board 2025), beneficial uses of surface waters in the Scott River for the Scott Bar Hydrologic Sub-Area are identified as:

- **Municipal and Domestic Supply (MUN)**—Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR)**—Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation (including leaching of salts), stock watering, or support of vegetation for range grazing.
- **Industrial Service Supply (IND)**—Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
- **Industrial Process Supply (PRO)**—Uses of water for industrial activities that depend primarily on water quality.
- **Groundwater Recharge (GWR)**—Uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- **Freshwater Replenishment (FRSH)**—Uses of water for natural or artificial maintenance of surface water quantity or quality (e.g., salinity).
- **Navigation (NAV)**—Uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.
- **Hydropower Generation (POW)**—Uses of water for hydropower generation.
- **Water Contact Recreation (REC-1)**—Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC-2)**—Uses of water for recreational activities involving proximity to water, but where there is generally no body contact with water, nor any likelihood of ingestion of water. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

- **Commercial and Sport Fishing (COMM)**—Uses of water for commercial, recreational (sport) collection of fish, shellfish, or other aquatic organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- **Cold Freshwater Habitat (COLD)**—Uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Wildlife Habitat (WILD)**—Uses of water that support terrestrial or wetland ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats or wetlands, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- **Rare, Threatened, or Endangered Species (RARE)**—Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened or endangered.
- **Migration of Aquatic Organisms (MIGR)**—Uses of water that support habitats necessary for migration or other temporary activities by aquatic organisms, such as anadromous fish.
- **Spawning, Reproduction, and/or Early Development (SPWN)**—Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
- **Aquaculture (AQUA)**—Uses of water for aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.

Existing and potential beneficial uses applicable to groundwater in the region include municipal and domestic water supply, reflecting the importance of groundwater as a source of drinking water in the region and as required by the State Water Resources Control Board's Sources of Drinking Water Policy. Other beneficial uses for groundwater include industrial water supply, industrial process water supply, agricultural water supply, and freshwater replenishment to surface waters, among others. Occasionally, groundwater is used for other purposes (e.g., groundwater pumped for use in aquaculture operations).

The Floodplain Evaluation Report Summary (Caltrans 2025d) determined that the project is located within a mapped 100-year flood hazard area of the Scott River that is subject to flooding.

Environmental Consequences

Construction activities that have the potential to impact hydrology and water quality include bridge work, excavation/grading activities associated with bridge work and other improvements, and the addition of new impervious surface.

Bridge work which would impact the hydrology of the Scott River within the Environmental Study Limits would include removal of the existing bridge and construction of a new bridge. Removal of the existing bridge and construction of the new bridge would result in net permanent impacts to approximately 0.004 acres (~24 linear feet) of riverine habitat. These permanent impacts would not have a substantial effect on hydrology. The bridge work would require two temporary gravel work pads, temporary falsework and trestle and, if water is present, would require dewatering the in-channel work area and/or installing a temporary water diversion to divert flowing water around the work area. Upon completion of work, the gravel work pads, falsework and trestle, and water diversion (if needed) would be removed, and temporarily disturbed riverbed would be restored. These temporary impacts would minimally affect the hydrology of the Scott River.

Excavation/grading activities associated with bridge work and other improvements would minimally alter the natural topography within the Environmental Study Limits but would not substantially alter the hydrology. Excavation/grading activities may result in a minimal amount of erosion and siltation on- and off-site, which could degrade water quality.

The project would expose approximately 1.5 acres of native soil under the structural section of the roadway. The project would add approximately 1.2 acres of new impervious surface where it did not previously exist (this consists of approximately 0.26 acre on the new bridge deck and approximately 0.94 acre elsewhere) and would remove approximately 0.91 acre of existing impervious surface (this consists of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere). Post-construction stormwater flows may minimally exceed pre-construction stormwater flows and may result in a negligible increase in pollutants above existing levels. The new impervious surface added would not substantially

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

The project would not affect the beneficial uses of surface waters downstream of the project in the Scott River or affect suitable/potentially suitable uses of ground water as identified in the *Water Quality Control Plan for the North Coast Region* (North Coast Regional Water Quality Control Board 2025).

The project would only minimally alter surface elevations within the mapped 100-year floodplain of the Scott River and would not result in a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q). As such, a Floodplain Only Practicable Alternative Finding would not be required for work within the floodplain.

Project design features that would minimize post-construction impacts to water quality include the installation of permanent stormwater treatment BMPs for on-site stormwater treatment. Therefore, the amount of new impervious surface added would not substantially exacerbate flooding in the project area.

Implementation of the following Caltrans Standard Measures and Best Management Practices would ensure that any impacts to hydrology and water quality during construction would be minimal:

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.

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

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

Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of 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.

- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

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

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

Less Than Significant Impact. Construction activities that have the potential to impact hydrology and water quality include excavation/grading activities, dewatering/water diversions associated with in-channel work, and the addition of new impervious surfaces. Given the minimal magnitude of these impacts, and with incorporation of project design features (i.e., permanent stormwater treatment BMPs) for on-site post-construction stormwater treatment, compliance with Caltrans

Standard Measures for erosion control/spill prevention, and implementation of other standard measures to protect hydrology and water quality, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The proposed project consists of replacing a bridge and thus would not affect groundwater supplies or affect groundwater recharge. As such, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, there would be no impact.

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

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

Less Than Significant Impact. Excavation/grading activities associated with bridge work and other improvements would minimally alter the natural topography of the Environmental Study Limits but would not substantially alter the hydrology. Excavation/grading activities may result in a minimal amount of erosion and siltation on- and off-site, which could degrade water quality. Given the minimal magnitude of these impacts and with incorporation of project design features (i.e., permanent stormwater treatment BMPs) for on-site post-construction stormwater treatment, compliance with Caltrans Standard Measures for erosion control/spill prevention, and implementation of other standard measures to protect hydrology and water quality, the project would not 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 result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The project would add approximately 1.2 acres of new impervious surface where it did not previously exist (this consists of approximately 0.26 acre on the new bridge deck and approximately 0.94 acre elsewhere) and would remove approximately 0.91 acre of existing impervious surface (this consists of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere). Post-construction stormwater flows may minimally exceed pre-construction stormwater flows. Given the minimal magnitude of these impacts and with incorporation of project design features (i.e., permanent stormwater treatment BMPs) for on-site post-construction stormwater treatment, compliance with Caltrans Standard Measures for erosion control/spill prevention, and implementation of other standard measures to protect hydrology and water quality, the project would not 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The project would add approximately 1.2 acres of new impervious surface where it did not previously exist (this consists of approximately 0.26 acre on the new bridge deck and approximately 0.94 acre elsewhere) and would remove approximately 0.91 acre of existing impervious surface (this consists of approximately 0.17 acre on the existing bridge deck and approximately 0.74 acre elsewhere). Post-construction stormwater flows may minimally exceed pre-construction stormwater flows and may result in a negligible increase in pollutants above existing levels. Given the minimal magnitude of these impacts and with incorporation of project design features (i.e., permanent stormwater treatment BMPs) for on-site post-construction stormwater treatment, compliance with Caltrans Standard Measures for erosion control/spill prevention, and implementation of other standard measures to protect hydrology and water quality, the project would not 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 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. Therefore, impacts would be less than significant.

(iv) impede or redirect flood flows?

Less Than Significant Impact. Bridge work which would impact the hydrology of the Scott River within the Environmental Study Limits includes removal of the existing bridge and construction of a new bridge. Removal of the existing bridge and construction of the new bridge would result in net permanent impacts to approximately 0.004 acres (~24 linear feet) of riverine habitat. These permanent impacts would not have a substantial effect on hydrology. The bridge work would require two temporary gravel work pads, temporary falsework and trestle and, if water is present, would require dewatering the in-channel work area and/or installing a temporary water diversion to divert flowing water around the work area. Upon completion of work, the gravel work pads, falsework and trestle, and water diversion (if needed) would be removed and temporarily disturbed riverbed would be restored. These temporary impacts would minimally affect the hydrology of the Scott River. Given these findings, the project would not 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 impede or redirect flood flows. Therefore, impacts would be less than significant.

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

No Impact. The project is not within the Coastal Zone and therefore would not be affected by a tsunami (California Department of Conservation 2025h). The project would not be affected by a seiche because no lakes or other large water bodies are present within or adjacent to the Environmental Study Limits. Portions of the Environmental Study Limits are within mapped floodplains and these areas are subject to flooding in winter and spring. Construction activities would generally be limited to summer and fall when the risk of flooding is minimal. Once built, materials containing pollutants would not be stored within the Environmental Study Limits. Given these findings, the project would not risk release of pollutants due to project inundation. Therefore, there would be 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 project is consistent with the water quality objectives in the *Water Quality Control Plan for the North Coast Region* (North Coast Regional Water Quality Control Board 2025). As such, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, there would be no impact.

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?	No	No	No	Yes
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	No	No	Yes

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to land use and planning are not anticipated due to reasons explained below.

The project is located on SR 96 in a rural part of Siskiyou County. The nearest community to the project is Hamburg, which is approximately two miles to the west. The next closest community is Scott Bar, which is approximately three miles to the south. Zoning within the Environmental Study Limits is designated as rural residential agricultural district and highway commercial district. The rural residential agricultural district designation is intended to provide an area where rural residential uses can be compatibly mixed with commercial agricultural activities. The highway commercial district designation is intended for commercial uses to serve the highway traveler. Land use within and adjacent to the Environmental Study Limits is primarily recreational.

The project is consistent with existing zoning, plans, and other applicable land use controls (CEQA Guidelines Section 15063(d)(5)). The project would not affect land use and planning.

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

a) Would the project physically divide an established community?

No Impact. No established communities are present within or adjacent to the project. As such, the project would not physically divide an established community. Therefore, there would be no impact.

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

No Impact. The project is consistent with existing zoning and the *Siskiyou County General Plan*. As such, the project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, and/or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be no impact.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No	No	No	Yes
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No	No	No	Yes

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to mineral resources are not anticipated due to reasons explained below.

The *Siskiyou County General Plan* does not identify the locations of known deposits of valuable or locally important mineral resources (County of Siskiyou 1973). Additionally, no mineral resource zones have been mapped for Siskiyou County (California Department of Conservation 2025i) and no mines have been reported within the Environmental Study Limits (California Department of Conservation 2025j). However, the Scott River and the nearby Klamath River are known to have small amounts of gold contained within placer deposits. As such, gold may be present within their riverbeds. Several mining claims are present within the Environmental Study Limits. A private campground owned and operated by the Lost Dutchman’s Mining Association is also present within the Environmental Study Limits. While the project would temporarily limit access to mining claims in the construction area for safety reasons during construction, access would be restored upon completion of work. The project would not extract mineral resources (e.g., gold), therefore would not 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. Excavated riverbed material would be used to restore the topography of the riverbed upon completion of work.

No locally important mineral resource recovery sites are delineated in local planning documents within the Environmental Study Limits. As such, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a general plan, specific plan, or other land use plan. Therefore, there would be no impact.

2.13 Noise

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

Regulatory Setting

The primary laws governing noise are NEPA and CEQA.

Affected Environment

The Environmental Study Limits are subject to a low level of daily noise disturbance due to the relatively low level of vehicle traffic on SR 96. In noise/vibration studies, sensitive receptors include hospitals, schools, homes, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to noise and vibration.

Sensitive receptors that are present within or adjacent to the Environmental Study Limits include a private campground owned and operated by the Lost Dutchman's Mining Association. Sensitive receptors in the project vicinity include a private residence located approximately one-quarter mile to the southeast.

Environmental Consequences

Once built, the project would not be a new source of permanent groundborne vibrations. Although groundborne vibrations may be noticeable during construction, they would be temporary in duration and minimal in magnitude.

Once built, the project would not be a new source of permanent noise. During construction, temporary noise impacts would occur from the use of stationary and mobile construction equipment and vehicles during construction. Construction vehicles and equipment would include excavators, graders, back hoes, compressors, generators, cold planers, pavers, pile drivers, drilling augers, dump trucks, haul trucks, material loaders, and tower cranes. Project construction noise levels would fluctuate depending on the construction phase, equipment type, and quantity and duration of use. Peak noise levels during construction would likely result from the use of excavators to break up concrete/asphalt and place these materials into haul trucks and from using a pile driver to install piles for the temporary falsework and trestle.

Although Siskiyou County does not have specific thresholds for construction noise, the California Division of Safety and Health and OSHA have established thresholds for exposure to noise in order to prevent hearing damage. The maximum allowable daily noise exposure is 90 dBA for 8 hours, 95 dBA for 4 hours, 100 dBA for 2 hours, 105 dBA for 1 hour, 110 dBA for 30 minutes, and 115 dBA for 15 minutes (Caltrans 2013).

Noise levels associated with breaking up concrete/asphalt and placing into haul trucks could be up to 88 decibels. Sensitive receptors would not be exposed to construction noise for any longer than necessary to complete the project.

Pile driving typically occurs during daytime hours over short durations with breaks in between each pile. Noise levels associated with pile driving could range between 95 and 101 decibels at a distance of 50 feet. At a distance of 500 feet, maximum noise levels during pile driving would be 75 decibels or less. The public access areas

nearest to the bridge would be exposed to elevated noise levels during construction hours; however, public access at the bridge site would be limited during construction and exposure would be intermittent.

Implementation of the following Caltrans standard measures for noise/vibration control would ensure that any noise/vibration impacts during construction would be minimal:

- N-1:** Noise resulting from work activities will be monitored and controlled to not exceed 86 dBA L_{max} at 50 feet from the job site from 9 p.m. to 6 a.m. in accordance with Caltrans Standard Specification Section 14-8.01 “Noise Control”.
- N-2:** Operation of the following tools will be limited to daytime hours: pile driver, jackhammer, concrete saw, pneumatic tools, and demolition equipment.
- N-3:** Stationary equipment, such as compressors and generators, will be shielded and located as far away from residential and park uses as practical.
- N-4:** Equipment and materials storage sites will be located as far away from residential and park uses as practicable.
- 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.

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.13—Noise

- a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact. Once built, the project would not be a source of new noise. With implementation of Caltrans Standard Measures and Best Management Practices to minimize noise during construction, the project would not result in the 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. Therefore, noise impacts during construction would be less than significant.

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

Less Than Significant Impact. Once built, the project would not be a source of new groundborne vibration or groundborne noise levels. With implementation of Caltrans Standard Measures and Best Management Practices to control noise/vibration during construction, the project would not result in generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts associated with groundborne vibration and groundborne noise levels during construction would be less than significant.

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

No Impact. The project is not located within two miles of an airport. The nearest airport is in Happy Camp, approximately 18 miles to the west. The Happy Camp Airport services small propeller-driven aircraft and helicopters. The airport generally has very few daily departures/arrivals. Given the project's distance from the Happy Camp Airport, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, there would be no impact.

2.14 Population and Housing

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

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to population and housing are not anticipated due to reasons explained below.

The project is located on SR 96 in a rural part of Siskiyou County. Given the remote location of the project and considering the project scope of work, the project would not induce unplanned growth.

The Environmental Study Limits do not include any existing housing (the nearest existing housing is a private residence located approximately one-quarter mile to the southeast) or unsheltered populations. A private campground that is owned and operated by the Lost Dutchman’s Mining Association is located adjacent to the Environmental Study Limits. Construction activities would not displace any campers that may be present.

***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 consists of replacing a bridge and thus would not induce unplanned population growth. As such, the project would not induce substantial unplanned population growth in an area, either directly or indirectly. Therefore, there would be no impact.

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

No Impact. The proposed project consists of replacing a bridge and would not require the relocation of people or existing housing. As such, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.

2.15 Public Services

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

Regulatory Setting

The primary law governing public services is CEQA.

Affected Environment

State Route 96 and Scott River Road within the Environmental Study Limits are public roadways utilized by various public transportation service providers. Siskiyou Transit and General Express (STAGE) is Siskiyou County's public transit service provider. Other transportation service providers that operate within the Environmental Study Limits include school districts that provide buses to transport students to and from schools. Emergency service providers that operate within the Environmental Study Limits include CAL FIRE, Siskiyou County Fire Department,

California Highway Patrol, Siskiyou County Sheriff Department, and ambulances that transport patients to local hospitals. These emergency service providers are vital to the safety of local communities and residents living in unincorporated areas; their effectiveness is often measured in the time required to respond to an emergency. There are no parks within or adjacent to the Environmental Study Limits.

Environmental Consequences

The existing bridge would remain open to the traveling public while the new bridge is constructed. Once the new bridge is built, traffic would be shifted onto the new bridge and the existing bridge would be dismantled and removed. The project work scope includes the use of one-way reversing traffic control when partial closure of the roadway is required during construction. When one-way reversing traffic control is utilized, travel time through the Environmental Study Limits is expected to be delayed by only a few minutes. Emergency service providers would not be subject to traffic controls and any potential delays would have a minimal impact on response time. Implementation of the following Caltrans Standard Measures and Best Management Practices would ensure that any impacts on public services would be minimal:

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to State Route 96 throughout the construction period.

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices (Section 1.4) are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.15—Public Services

- 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.***

Less Than Significant Impact. The project would alter an existing governmental facility (the Scott River Bridge, which is owned and maintained by Caltrans) but would not affect demand for governmental facilities or public services. Implementation of Caltrans Standard Measures and Best Management Practices would ensure that the project would have a less than significant impact on response time for emergency services (e.g., police, fire, and ambulance) and travel time for public transportation services (e.g., STAGE and school buses).

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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 police and fire protection, schools, parks, or other public facilities. Any impacts would be less than significant.

2.16 Recreation

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No	No	No	Yes
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	No	Yes	No

Regulatory Setting

The primary law governing recreation is CEQA.

Affected Environment

There are no parks within or adjacent to the Environmental Study Limits. However, an existing recreational facility (a private campground that is owned and operated by the Lost Dutchman's Mining Association and provides recreational opportunities to members only) is located adjacent to the Environmental Study Limits. The on-site reach of the Scott River and the nearby reach of the Klamath River provide various recreational opportunities (e.g., fishing, rafting, gold panning, swimming, wildlife observation, etc.) throughout the year. Several mining claims are present within the Environmental Study Limits and elsewhere in the project vicinity.

Environmental Consequences

Construction access to reach the riverbed from the west side of the river would utilize an existing dirt/gravel road west of the bridge and north of the roadway. Construction access to reach the riverbed from the east side of the river would utilize an existing dirt/gravel road east of the bridge and south of the roadway that services a private campground owned and operated by the Lost Dutchman's Mining

Association. From this road, a temporary construction access road would be constructed along the south side of the existing bridge that would extend to the riverbed. The access road would also cross under the existing bridge and the site of the new bridge and connect to the construction staging area east of the bridge in an existing pullout north of the roadway. Use of the construction access road west of the bridge and north of the roadway would not prevent recreational uses along the nearby Klamath River. Use of the construction access road that services the private campground would have a minimal and temporary impact on the recreational uses of the private campground. While the project would temporarily limit access to mining claims, boat passage, swimming, and fishing in the construction area for safety reasons during construction, access to mining claims and boat passage in the construction area would be restored upon completion of work. Given the large extent of suitable river access in the project vicinity, impacts to recreational uses of the Scott River and the nearby Klamath River during construction would be minimal and temporary.

The proposed project includes design features, widened road shoulders promote easier access for bicycles and pedestrians, that would complement Caltrans' Complete Streets Program and provide enhanced recreational opportunities for the public.

Avoidance, Minimization and Mitigation Measures

In addition to the design features intended to provide enhanced recreational opportunities for the public, the project includes the incorporation of other measures to avoid and minimize impacts to recreation.

To minimize impacts to recreational activities within the Scott River, Caltrans intends to implement the following measures:

- Temporary signs will be installed at multiple locations upstream and downstream of the construction area, including at designated boat launches, to alert boaters and other recreational users of ongoing work and provide an alternate recreational area. A temporary signage plan will be approved by the engineer prior to implementing river restrictions.
- When the river is impassible to kayaks, boats, or swimmers, ropes and buoys with signage will be installed upstream of the construction area to let boaters know to stop and get out of the river.

- Temporary signs and buoys will be provided in accordance with the California Uniform State Waterway Marking System standards for information and regulatory marks.
- If activities extremely dangerous to boaters would occur, a spotter will be located upstream to watch for river traffic.
- If the Klamath National Forest chooses, a notice may be posted on their website, notifying recreational users that this stretch of the Scott River will be closed during construction.

Furthermore, the following measures identified in Section 2.4, Biological Resources, would minimize impacts on recreational activities within the Scott River:

- Work below the ordinary high water mark would occur from June 15 to September 30.
- Work above the ordinary high water mark would occur from May 1 to October 15.
- All work within the active stream would occur during daylight hours.

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

Discussion of CEQA Environmental Checklist Question 2.16— 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 consists of replacing a bridge in a rural area and would not 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. Therefore, there would be no impact.

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

Less Than Significant Impact. The Environmental Study Limits is adjacent to an existing recreational facility (a private campground that is owned and operated by the Lost Dutchman's Mining Association); however, the project does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts on the recreational uses of the private campground during construction are anticipated to be minimal and temporary.

Additionally, the on-site reach of the Scott River and the nearby reach of the Klamath River provide various recreational opportunities (e.g., fishing, rafting, gold panning, swimming, wildlife observation, etc.) throughout the year. Construction of the project would temporarily impact various recreational activities that might occur within the construction area, such as kayaking/boating, swimming, gold-panning, fishing, and wildlife viewing. These recreational activities would be temporarily excluded in the construction area during construction to ensure public safety.

To minimize impacts to recreational activities within the Scott River, Caltrans intends to implement the following measures:

- Temporary signs will be installed at multiple locations upstream and downstream of the construction area, including at designated boat launches, to alert boaters and other recreational users of ongoing work and provide an alternate recreational area. A temporary signage plan will be approved by the engineer prior to implementing river restrictions.
- When the river is impassible to kayaks, boats, or swimmers, ropes and buoys with signage will be installed upstream of the construction area to let boaters know to stop and get out of the river.
- Temporary signs and buoys will be provided in accordance with the California Uniform State Waterway Marking System standards for information and regulatory marks.
- If activities extremely dangerous to boaters would occur, a spotter will be located upstream to watch for river traffic.

- If the Klamath National Forest so chooses, a notice may be posted on their website, notifying recreational users that this stretch of the Scott River will be closed during construction.

With implementation of these minimization measures, the project would have a minimal and temporary impact to recreational activities on this reach of Scott River. Therefore, impacts would be less than significant.

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?	No	No	Yes	No
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	No	No	No	Yes
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)?	No	No	Yes	No
Would the project: d) Result in inadequate emergency access?	No	No	No	Yes

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).

Affected Environment

The Environmental Study Limits include portions of SR 96 and Scott River Road. SR 96 is a public highway on the State Highway System and is maintained by the California Department of Transportation. SR 96 in Siskiyou County spans a distance of approximately 147 miles and passes through mountainous terrain and several unincorporated communities.

Scott River Road, a public roadway maintained by County of Siskiyou, is an important connector road between SR 96 and SR 3 approximately 31 miles to the southeast. SR 96 and Scott River Road are important roadways used by local and regional traffic.

Within the Environmental Study Limits, SR 96 consists of two 12-foot-wide paved travel lanes with paved shoulders in each direction of travel, has a regulatory speed limit of 55 miles per hour and, in 2018, had an annual average daily traffic (AADT) of approximately 530 vehicles (Caltrans 2021a). The AADT counts indicate a relatively low amount of vehicle traffic on this segment of SR 96. The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks (called STAA trucks) to operate on the interstate and certain primary routes. The STAA trucks are longer than California legal trucks and have a larger turning radius than most local roads can accommodate. The section of SR 96 within the Environmental Study Limits is designated as a terminal access route for STAA trucks. This section of SR 96 may also be utilized by bicycles and pedestrians. The Environmental Study Limits include a section of SR 96 that spans the Scott River. The existing Scott River Bridge on SR 96 was built in 1957 to replace the previous bridge that was built in 1938. The existing bridge is approximately 32 feet wide x 229 feet long. The three-span bridge is supported by an abutment on each side and two pier columns in the riverbed. The bridge is on a 575-foot radius horizontal curve with a design speed of 40 miles per hour.

The project is not identified in the *2026 Regional Transportation Improvement Program* (Siskiyou County Local Transportation Commission 2026). However, the project is consistent with state, regional, and local transportation plans and programs. Operational improvements to maintain existing transportation facilities for motorized travel on SR 96 is consistent with transportation goals in the Circulation Element in the *Siskiyou County General Plan* (County of Siskiyou 1973) and the *2021 Siskiyou County Regional Transportation Plan* (Green Dot Transportation Solutions 2021).

Siskiyou Transit and General Express (STAGE) is Siskiyou County's public transit service provider. Other transportation service providers that operate within the Environmental Study Limits include school districts that provide buses to transport students to and from schools. Emergency service providers that operate within the Environmental Study Limits include CAL FIRE, Siskiyou County Fire Department,

California Highway Patrol, Siskiyou County Sheriff Department, and ambulances that transport patients to local hospitals.

Environmental Consequences

The proposed project consists of replacing a bridge and construction of the project would not increase capacity of the State Highway System or induce an increase in vehicle miles traveled (VMT). Therefore, an induced travel analysis for VMT is not required under CEQA. Once built, the project would result in no adverse operational impacts on the traveling public. The project has design features, such as widened shoulders, that would complement Caltrans' Complete Streets Program. Widened road shoulders would promote easier access for bicycles and pedestrians. The existing bridge would remain open to the traveling public while the new bridge is constructed. Once the new bridge is built, traffic would be shifted onto the new bridge and the existing bridge would be dismantled and removed. The project scope of work would include the use of one-way reversing traffic control when partial closure of the roadway is required during construction. When one-way reversing traffic control is utilized, travel time through the Environmental Study Limits is expected to be delayed by a few minutes for all modes of travel. As such, impacts to the traveling public (e.g., motorists, school buses transporting students to schools, STAA trucks, bicyclists, and pedestrians) would be minimal and temporary.

A Transportation Management Plan will be prepared for the project during the design phase (Caltrans 2021a, 2025e) and an updated Transportation Management Plan will be prepared for the contractor at the time of construction. Implementation of the following Caltrans Standard Measures would ensure that any impacts on transportation would be minimal:

- 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.

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.17— 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?***

Less Than Significant Impact. The project has design features (widened shoulders) that would complement Caltrans' Complete Streets Program. Widened road shoulders would promote easier access for bicycles and pedestrians. The existing bridge would remain open to the traveling public while the new bridge is constructed. Once the new bridge is built, traffic would be shifted onto the new bridge, and the existing bridge would be dismantled and removed. The project scope of work would include the use of one-way reversing traffic control when partial closure of the roadway is required during construction. When one-way reversing traffic control is utilized, travel time through the Environmental Study Limits is expected to be delayed by only a few minutes for all modes of travel. Impacts to the traveling public (e.g., motorists, school buses transporting students to schools, STAA trucks, bicyclists, and pedestrians) would be minimal and temporary. Given these findings, the project would not conflict substantially with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant.

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

No Impact. The project is not a capacity-increasing project and would not induce an increase in vehicle miles traveled. As such, the project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). Therefore, there would be no impact.

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

Less Than Significant Impact. Project design features that would change the geometrics of the roadway include replacing the existing bridge over the Scott River on SR 96 with a new bridge on a new alignment shifted slightly to the northeast and a minor extension of Scott River Road to the north to conform to the new alignment of SR 96. The existing bridge is on a 575-foot radius horizontal curve with a design speed of 40 miles per hour. The new bridge would be on a 560-foot radius horizontal curve with a design speed of 45 miles per hour. These project design features would minimally change the geometrics of the roadway but would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts would be less than significant.

- d) Would the project result in inadequate emergency access?***

No Impact. The project is readily accessible to emergency service providers using SR 96 and Scott River Road. As such, the project would not result in inadequate emergency access. Therefore, there would be no impact.

2.18 Tribal Cultural Resources

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

Regulatory Setting

In addition to the laws identified in Section 2.5 (Cultural Resources), the primary law governing tribal cultural resources is AB 52 (Chapter 532, Statutes of 2014).

Environmental Consequences

“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 dated April 15, 2026 (Caltrans 2026d). Potential impacts to tribal cultural resources are not anticipated due to reasons explained below.

Review of the Native American Heritage Commission’s sacred lands file found that no sacred lands are present within the Environmental Study Limits. Caltrans has consulted with applicable California Native American tribes and none of the tribes consulted provided notification of the presence or potential presence of tribal cultural resources, defined in Public Resource Code Section 2107, within the project’s area of potential effects. Consultation with California Native American tribes is ongoing and will continue through project completion. It is possible that tribal cultural resources buried underground may be encountered during construction ground-disturbing activities. It is Caltrans’ policy to avoid tribal cultural resources whenever possible. Implementation of the following Caltrans Standard Measures and Best Management Practices to protect tribal cultural resources may be encountered during construction would ensure that the project would have no adverse effect on tribal cultural resources:

- CR-1:** If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).
- CR-2:** If human remains and related items are discovered on private or state land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10. All work in the vicinity of the discovery will 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.

Avoidance, Minimization and Mitigation Measures

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

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 cultural resources study did not identify any tribal cultural resources within the project's Area of Potential Effects. Implementation of Caltrans Standard Measures and Best Management Practices to protect tribal cultural resources that may be encountered during construction would ensure that the project would not 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 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). Therefore, there would be no impact.

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

No Impact. The cultural resources study did not identify any tribal cultural resources within the project's Area of Potential Effects. Implementation of Caltrans Standard Measures and Best Management Practices to protect tribal cultural resources that may be encountered during construction would ensure that the project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Therefore, there would be no impact.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?	No	No	Yes	No
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?	No	No	Yes	No
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?	No	No	No	Yes
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?	No	No	Yes	No
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No	No	No	Yes

Regulatory Setting

The primary law governing utilities and service systems is CEQA.

Affected Environment

Underground utilities within the Environmental Study Limits consist of fiber optic cables owned by AT&T Legacy and Siskiyou Telephone and are located on both sides of the roadway and cross the existing bridge in hanging conduits. No gas pipelines, water pipelines, or sewer pipelines are present within the Environmental Study Limits. No overhead utilities are present within the Environmental Study Limits. In addition, solid waste collection service providers transit through the Environmental Study Limits as part of solid waste collection.

Environmental Consequences

Construction of the project would require that fiber optic cables enclosed in conduit attached to the existing bridge be permanently relocated to the new bridge. In addition, underground fiber optic cables on approaches to the existing bridge would be permanently relocated underground along the new roadway alignment. This activity may require that fiber optic services be turned off for short periods and would result in minimal impacts to local residents.

Once built, the project would not generate solid waste material. During construction, excavated soil that cannot be reused on-site would be disposed of at a previously approved Caltrans disposal site at PM 40.1 and PM 38.7 to avoid impacting capacity at the local public landfill. Construction debris that cannot be reused on-site may be recycled or disposed of at the local public landfill resulting in minimal impact to the capacity of the landfill. During construction, a small amount of grindings and other materials would be generated from roadway excavation and cold planing. Grindings would be disposed of at a facility approved for disposing of grindings. The disposal of grindings at an approved facility would have a minimal impact on the capacity of the facility.

The project's impact on solid waste collection services would be limited to the construction phase and may include a slightly longer travel time for collection vehicles to transit through the Environmental Study Limits during construction. Any impacts on solid waste collection services would be minimal.

Once built, the project would not require the services of a water provider to supply water to the project. During construction, the contractor would need water for implementing palliative dust control and a municipal supply location would be identified prior to awarding the contract. Per Caltrans District 2 policy, water drafting from local water bodies (e.g., lakes, reservoirs, ponds, meadows, rivers, and streams) is not allowed. The water needed for dust control is anticipated to have a minimal impact on the municipal water supply. The project would not require the services of a wastewater treatment provider.

The project would install on-site permanent stormwater treatment BMPs and earthwork associated with installing these and other construction-related activities has the potential to minimally impact water quality and the aquatic environment.

Implementation of the following Caltrans Standard Measures would ensure that any impacts on local residents and water quality/aquatic environment during construction would be minimal:

- UE-1:** All emergency response agencies in the project area would be notified of the project construction schedule and would have access to State Route 96 throughout the construction period.
- WQ-1:** The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ), effective January 1, 2023. If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (CGP) (Order 2022-0057-DWQ) is also required.

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

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

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

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

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of 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.
- For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil

disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

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

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

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

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures and Best Management Practices are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

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

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

Less Than Significant Impact. Earthwork associated with permanently relocating existing underground fiber optic cables and installing on-site permanent stormwater treatment BMPs has the potential to degrade water quality and the aquatic environment. However, measures to protect water quality and the aquatic environment would be implemented during construction to ensure that any environmental impacts would be less than significant.

- 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 Impact. Once built, the project would not require the services of a water provider to supply water to the project. During construction, the contractor would need a minimal amount of water for implementing palliative dust control, and a municipal supply location would be identified prior to awarding the contract. The water needed for dust control would have a less than significant impact on the local municipal water supply.

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

No Impact. The project would not require the services of a wastewater treatment provider. As such, the project would not 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. Therefore, there would be no impact on local wastewater treatment providers.

- 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 Impact. Given that (1) long-term operation of the project would not generate solid waste material, (2) excavated soil that cannot be reused on-site would be disposed of at a previously approved Caltrans disposal site at PM 40.1 and PM 38.7 to avoid impacting capacity at the local public landfill, (3) construction debris that cannot be reused on-site may be recycled or disposed of at the local public landfill resulting in minimal impact to the capacity of the landfill, and (4) grindings would be disposed of at a facility approved for disposing of grindings, the project would not 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. Therefore, impacts would be less than significant.

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

No Impact. The project includes strategies for reducing solid waste generated during construction and would comply with regulations related to solid waste. Strategies to reduce the generation of solid waste include reusing excavated soils and construction debris on-site where possible (excavated soil that cannot be reused on-site would be disposed of at a previously approved Caltrans disposal site at PM 40.1 and PM 38.7 to avoid impacting capacity at the local public landfill; construction debris that cannot be reused on-site may be recycled or disposed of at the local public landfill resulting in minimal impact to the capacity of the landfill). As such, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, there would be no impact.

2.20 Wildfire

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

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the “CEQA Environmental Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as *very high* Fire Hazard Severity Zones. The 2018 updates to the CEQA Guidelines expanded this to include projects “near” these very high fire hazard severity zones.

Regulatory Setting

The primary law governing wildfire is CEQA.

Affected Environment

The project is located in the Klamath Mountains, which are generally characterized by steep forested slopes and deep river valleys. The project is also near the confluence of the Scott River and the Klamath River. Topography within and adjacent to the Environmental Study Limits is mostly level, although hills with moderate slope are present east and west of the Scott River Bridge south of the roadway. Wildfire is a common occurrence in the Klamath Mountains during summer and fall. Most wildfires in the Klamath Mountains are caused by lightning strikes associated with thunderstorms. Review of CAL FIRE’s historic fire mapper found that the Environmental Study Limits and vicinity have experienced three wildfires since 2014. In 2014, the Frying Pan Fire burned adjacent forest lands to the north of the project. In 2016, the Gap Fire burned a portion of the Environmental Study Limits and vicinity. In 2023, the Head Fire burned most of the Environmental Study Limits and vicinity. Caltrans maintenance staff confirmed that no post-wildfire landslides have occurred within the Environmental Study Limits.

The California State Department of Forestry and Fire Protection’s (CAL FIRE) Fire and Resource Assessment Program is a web-based mapping platform that classifies lands in California according to agency responsibility areas for fire suppression and classifies their fire hazard severity rating. Most of the Environmental Study Limits west of Scott River Road is located within a State Responsibility Area, which means that the State of California, through CAL FIRE, is responsible for providing fire protection. The portion of the Environmental Study Limits east of Scott River Road is located within a federal responsibility area, which means that the federal government, through the U.S. Forest Service and/or Bureau of Land Management, is

responsible for providing fire protection. The Fire and Resource Assessment Program's mapped Fire Hazard Severity Zones in State Responsibility Areas for Siskiyou County are shown below in Figure 8. As shown in Figure 9, the State Responsibility Area that includes a portion of the Environmental Study Limits has a *very high* fire hazard severity rating (CAL FIRE 2025c).

Figure 8. Siskiyou County Fire Hazard Severity Zones in State Responsibility Areas

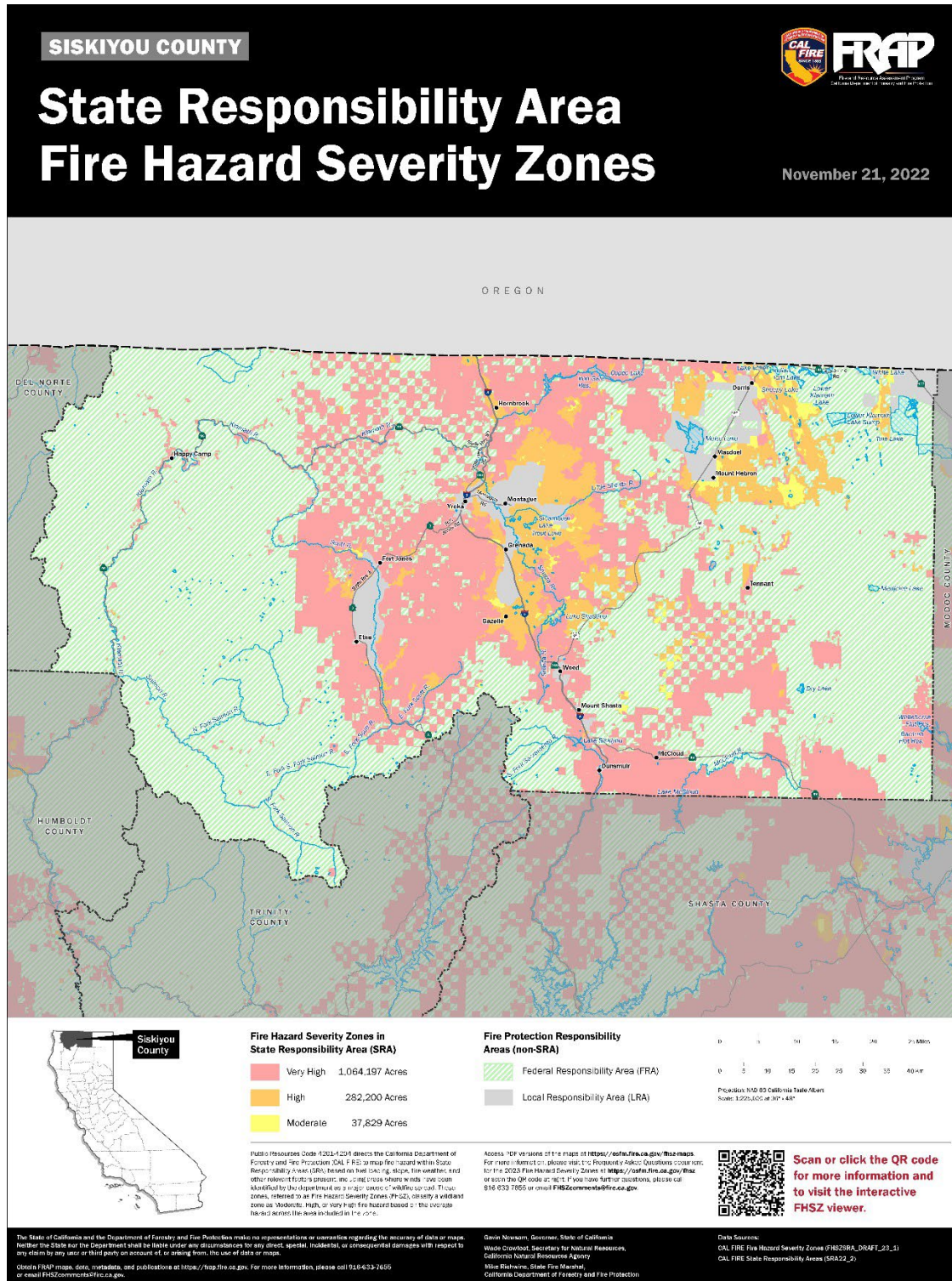
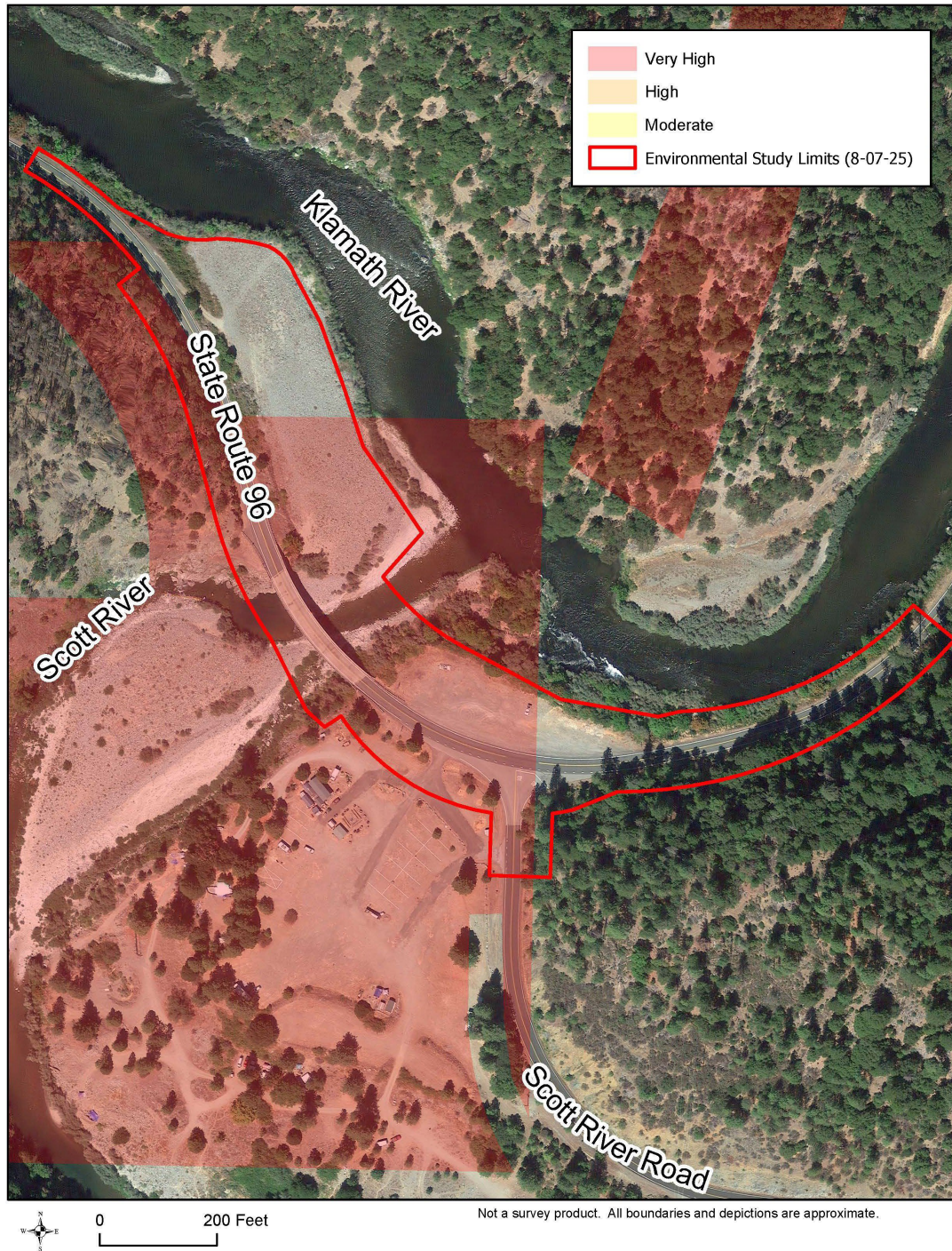


Figure 9. Fire Hazard Severity Rating in State Responsibility Areas in the Project Vicinity



Environmental Consequences

The existing bridge would remain open to the traveling public while the new bridge is constructed. Once the new bridge is built, traffic would be shifted onto the new bridge and the existing bridge would be dismantled and removed. The project scope of work would include the use of one-way reversing traffic control when partial closure of the roadway is required during construction. If needed, lane reductions and lane closures would be closely coordinated and approved by the Caltrans Traffic Management Branch. Coordination and outreach with the California Highway Patrol, local law enforcement, and emergency response agencies would occur prior to the lane closure and a public information campaign would be implemented. Construction of the project would not substantially impede emergency response or potential evacuations. Once built, the project would improve the ability of the highway to serve the public and emergency response agencies during wildfire emergencies.

The following Caltrans standard measure will be included for fire prevention:

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

Avoidance, Minimization and Mitigation Measures

No additional measures beyond Caltrans Standard Measures are warranted. Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed for this project.

Discussion of CEQA Environmental Checklist Question 2.20—Wildfire

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

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

Less Than Significant Impact. The Environmental Study Limits include a State Responsibility Area that is classified as a *very high* fire hazard severity rating. The existing bridge would remain open to the traveling public while the new bridge is constructed. Once the new bridge is built, traffic would be shifted onto the new bridge and the existing bridge would be dismantled and removed. The project scope of work would include the use of one-way reversing traffic control when partial closure of the roadway is required during construction. However, with close coordination and outreach with emergency response agencies prior to and during construction, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

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

No Impact. The project does not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Rather, the project would construct a new bridge over the Scott River that may provide an evacuation route during wildfire emergencies or provide fire vehicles a means of accessing/suppressing wildfires. Therefore, there would be no impact.

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

No Impact. The project does not require the installation or maintenance of additional associated infrastructure that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment. Therefore, there would be no impact.

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

Less Than Significant Impacts. The Environmental Study Limits and vicinity have experienced three wildfires since 2014. However, given that the topography within and adjacent to the Environmental Study Limits is mostly level, the project would not 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. Therefore, impacts would be less than significant.

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?	No	No	Yes	No
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.)	No	No	No	Yes
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No	No	Yes	No

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

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

Less Than Significant Impact. Construction of the project would not 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.

Mitigation is required for the take of coho salmon, a CESA listed species, and would off-set impacts to special status salmonids; however, impacts to salmonid habitat are minimal and take of coho salmon would not cause their population to drop below self-sustaining levels. Compliance with Caltrans Standard Measures and Best Management Practices (Section 1.4) and implementation of other avoidance and minimization measures would ensure that most environmental impacts do not reach levels that are potentially significant. Therefore, impacts would be less than significant.

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

No Impact. The project would not have a “cumulatively considerable” impact as the scope of work consists of replacing a structure that is already present. No new lanes or additional road are planned with this project, which would cause cumulative impacts. As such, the project would result in impacts that are individually limited, but not cumulatively considerable. Therefore, there would be no impact.

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

Less Than Significant Impact. Construction of the project would result in minimal impacts to various resources (e.g., aesthetics, agriculture and forest resources, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation, utilities and service systems, and wildfire) in the human environment. Compliance with Caltrans Standard Measures and Best Management Practices (Section 1.4) and implementation of other avoidance and minimization measures would ensure that any impacts on human beings, either directly or indirectly, would be less than significant.

2.22 Cumulative Impacts

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

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

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in “...*situations where the cumulative effects are found to be significant.*” An Environmental Impact Report (EIR) is required in all situations when a project might result in a “significant” direct, indirect, or cumulative impact on any resource. As the project would not result in a significant direct, indirect, or cumulative impact on any resource, an EIR and CIA were not required for this project.

Chapter 3. Agency and Public Coordination

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

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

Coordination with Resource Agencies

As part of the biological resources study, Caltrans coordinated with the following resource agencies: United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Forest Service, North Coast Regional Water Quality Control Board, California Department of Fish and Wildlife, and National Marine Fisheries Service.

As part of the cultural resources study, Caltrans coordinated with the following resource agencies and tribes: State Historic Preservation Officer (SHPO), Northeast Information Center, U.S. Forest Service, Shasta Nation, Shasta Indian Nation, Quartz Valley Indian Community, and Karuk Tribe.

As part of the Wild and Scenic Rivers Act coordination, Caltrans coordinated with the following river managing agencies: U.S. Forest Service (Klamath National Forest), Bureau of Land Management, Hoopa Valley Indian Tribe, Yurok Tribe, and the California Natural Resources Agency.

Agency Coordination and professional contacts are shown below in Table 6.

Coordination with Property Owners

Caltrans' Right of Way office will coordinate with the U.S. Forest Service and the Lost Dutchman's Mining Association to obtain temporary construction easements that would allow construction personnel temporary use of these easement areas to access the work site. The Right of Way office will also coordinate with the County of Siskiyou to obtain a Permit To Enter and Construct (PEC) for work occurring just south of the intersection of SR 96 and Scott River Road. The Right of Way Office will also coordinate with the U.S. Forest Service and the Lost Dutchman's Mining Association to permanently acquire land from each entity.

Table 6. Agency Coordination and Professional Contacts

Date	Personnel	Notes
June 20, 2022	Chelsea Tran-Wong, Caltrans Biologist; Rich Lis, CDFW	Caltrans emailed Senior Environmental Scientist, Richard Lis, from California Department of Fish and Wildlife (CDFW) regarding mussels located in the Scott River.
November 2, 2023	Marla Despas, Caltrans Biologist; Toz Soto, Karuk Tribe Fisheries	Caltrans emailed the Karuk Tribe Fisheries Biologist, Toz Soto, regarding fish surveys data.
November 2, 2023	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans emailed CDFW regarding fish survey data for coho salmon from the Scott River.
January 15, 2024	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans emailed Senior Environmental Scientist, Richard Lis, from CDFW to introduce the project and initiate coordination.
January 15, 2024	Marla Despas, Caltrans Biologist; Susan Stewart, NCRWQCB	Caltrans emailed North Coast Regional Water Quality Control Board (NCRWQCB) Environmental Scientist, Susan Stewart, to introduce the project and initiate coordination.
January 15, 2024	Marla Despas, Caltrans Biologist; Michael Orellana, USACE	Caltrans emailed U.S. Army Corps of Engineers (USACE) Project Manager, Michael Orellana, to introduce the project and initiate coordination.
February 3, 2024	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans emailed CDFW regarding mussels found in the project and to request fish survey data for coho salmon.

Date	Personnel	Notes
February 15, 2024	Marla Despas, Caltrans Biologist; Jeff Jahn, NMFS	Caltrans emailed the National Marine Fisheries Service (NMFS) Northern California South Coast Branch Supervisor, Jeff Jahn, to introduce the project and initiate coordination.
March 1, 2024	Marla Despas, Caltrans Biologist; Susan Stewart, NCRWQCB	Caltrans emailed NCRWQCB to discuss scuppers on the Scott River Bridge.
March 7, 2024	Marla Despas, Caltrans Biologist; Jon Grunbaum, USFS–Klamath National Forest	Caltrans emailed the USFS–Klamath National Forest (Happy Camp-Oak Knoll Ranger District) Fisheries Biologist, Jon Grunbaum, to introduce the project and request fisheries data.
March 8, 2024	Marla Despas, Caltrans Biologist; Maija Meneks, USFS–Klamath National Forest	Caltrans emailed the USFS–Klamath National Forest (Salmon-Scott Ranger District) District Fish Biologist, Maija Meneks, to introduce the project and request fisheries data.
April 16, 2024	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans discussed the project and species observed with CDFW in a virtual meeting.
December 21, 2024	Marla Despas, Caltrans Biologist; Gregory Schmid and Matt Parker, USFWS	Caltrans discussed the project and requested fish data in a virtual meeting with United States Fish and Wildlife Services (USFWS) Caltrans Liaisons, Gregory Schmidt and Matt Parker.
November 21, 2024	Marla Despas, Caltrans Biologist; Domenic Guidice, USFWS–Klamath River Project	Caltrans emailed USFWS Klamath River Project, Domenic Guidice, to request coho salmon fish count data for the Scott River.
November 27, 2024	Marla Despas, Caltrans Biologist; Alama Nunez-Gutierrez and Rosemary Romero, USFWS	Caltrans emailed USFWS Fisheries Biologists, Alma Nunez-Gutierrez and Rosemary Romero, to request juvenile outmigration data within the Scott River.
December 26, 2024	Marla Despas, Caltrans Biologist; Mario Minder and Jeff Jahn, NMFS	Caltrans contacted the Fish Biologist, Mario Minder, and Mr. Jahn, from the National Marine Fisheries Service, to inform NMFS that the project scope had changed from a bridge widening to a bridge replacement project.

Date	Personnel	Notes
December 23, 2024	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans emailed CDFW to inform them that the project scope had changed from a bridge widening to a bridge replacement project.
December 23, 2024	Marla Despas, Caltrans Biologist; Susan Stewart, NCRWQCB	Caltrans emailed NCRWQCB to inform them that the project scope had changed from a bridge widening to a bridge replacement project.
December 23, 2024	Marla Despas, Caltrans Biologist; Susan Stewart, NCRWQCB	Caltrans emailed NCRWQCB to inform them that the project scope had changed from a bridge widening to a bridge replacement project.
December 23, 2024	Marla Despas, Caltrans Biologist; Michael Orellana, USACE	Caltrans emailed USACE to inform them that the project scope had changed from a bridge widening to a bridge replacement project.
December 23, 2024	Marla Despas, Caltrans Biologist; Jeff Jahn, NMFS	Caltrans emailed NMFS to inform them that the project scope had changed from a bridge widening to a bridge replacement project.
April 14, 2025	Marla Despas, Caltrans Biologist; Rich Lis, CDFW	Caltrans discussed the project and species observed with CDFW in a virtual meeting.
September 24, 2025	Marla Despas, Caltrans Biologist, and other Caltrans Staff; Elena Meza, Page Vick, Emily Thomas, NMFS	Caltrans met for a field visit to the project with NMFS liaisons, Elena Meza and Page Vick, and NMFS engineer, Emily Thomas, on Sept 24, 2025, to go over the project design.
October 22, 2025	Marla Despas, Caltrans Biologist; Emily Thomas, NMFS	After the field visit, Ms. Thomas from NMFS requested flood event data comparing 2-year, 5-year, and 100-year flood flows within the project.
January 13, 2026	Marla Despas, Caltrans Biologist, and other Caltrans Staff; Elena Meza, Page Vick, Emily Thomas, NMFS	Caltrans discussed the updated project scope and potential impacts with NMFS liaisons at a virtual meeting.
April 3, 2026	Marla Despas, Caltrans Biologist; Susan Stewart, NCRWQCB	Ms. Stewart from NCRWQCB emailed Caltrans to request hydraulic floodplain data. Caltrans provided the data.

Date	Personnel	Notes
April 13, 2026	Marla Despas, Caltrans Biologist; Maija Meneks, USFS–Klamath National Forest	Caltrans emailed USFS-Klamath National Forest (Salmon-Scott Ranger District) District Fish Biologist, Maija Meneks, to discuss the updated project description and species observed in the project.
April 14, 2026	Marla Despas, Caltrans Biologist; Toz Soto, Karuk Tribe Fisheries Biologist	Caltrans emailed Karuk Tribe Fisheries Biologist, Toz Soto, to request fish survey data for coho.
August 22, 2022	John Carroll, Caltrans Archaeologist; Alex Tobin-Watts, Karuk Tribal Historic Preservation Officer (THPO)	Caltrans coordinated with the Karuk Tribal Historic Preservation Officer (THPO), Dr. Alex Tobin-Watts.
July 5, 2024	Ryan Bradshaw, Caltrans Archaeologist; NAHC	Caltrans completed a Sacred Lands File Search Request to the Native American Heritage Commission (NAHC).
August 21, 2024 September 4, 2024 June 4, 2025	Ryan Bradshaw, Caltrans Archaeologist; Roy V. Hall, Shasta Nation	Caltrans notified Roy V. Hall, Chairperson for the Shasta Nation.
August 21, 2024 September 4, 2024 June 4, 2025	Ryan Bradshaw, Caltrans Archaeologist; Harold Bennet, Quartz Valley Indian Community	Caltrans notified Harrold Bennet, Chairperson for the Quartz Valley Indian Community.
August 21, 2024 September 4, 2024 June 4, 2025	Ryan Bradshaw, Caltrans Archaeologist; Alex Tobin-Watts, Karuk Tribe	Caltrans notified Alex Tobin-Watts, THPO for the Karuk Tribe.
June 3, 2025	Ryan Bradshaw, Caltrans Archaeologist; Sami Jo Difuntorum, Shasta Indian Nation	Caltrans notified Sami Jo Difuntorum, Cultural Preservation Officer for the Shasta Indian Nation
April 19, 2024	Ryan Bradshaw, Caltrans Archaeologist; Klamath National Forest	Caltrans coordinated with the Klamath National Forest, consultation is ongoing.
April 19, 2024	Ryan Bradshaw, Caltrans Archaeologist; Six Rivers National Forest	Caltrans coordinated with the Six Rivers National Forest, coordination is completed.
June 18, 2024	Darrin Doyle, Caltrans Environmental Coordinator; Kristen Sexton, Klamath National Forest	Caltrans coordinated with the Klamath National Forest as part of the Wild and Scenic Rivers Act coordination.

Date	Personnel	Notes
June 18, 2024	Darrin Doyle, Caltrans Environmental Coordinator; Jennifer Mata, Bureau of Land Management	Caltrans coordinated with the Bureau of Land Management as part of the Wild and Scenic Rivers Act coordination.
June 18, 2024	Darrin Doyle, Caltrans Environmental Coordinator; Kenneth Norton, Hoopa Valley Tribe	Caltrans coordinated with the Hoopa Valley Tribe as part of the Wild and Scenic Rivers Act coordination.
June 18, 2024	Darrin Doyle, Caltrans Environmental Coordinator; Louisa McCovey, Yurok Tribe	Caltrans coordinated with the Yurok Tribe as part of the Wild and Scenic Rivers Act coordination.
June 18, 2024	Darrin Doyle, Caltrans Environmental Coordinator; Wade Crowfoot, California Natural Resources Agency	Caltrans coordinated with the California Natural Resources Agency as part of the Wild and Scenic Rivers Act coordination.
June 10, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Kristen Sexton, Klamath National Forest	Caltrans coordinated with the Klamath National Forest as part of the Wild and Scenic Rivers Act coordination.
June 10, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Jennifer Mata, Bureau of Land Management	Caltrans coordinated with the Bureau of Land Management as part of the Wild and Scenic Rivers Act coordination.
June 10, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Kenneth Norton, Hoopa Valley Tribe	Caltrans coordinated with the Hoopa Valley Tribe as part of the Wild and Scenic Rivers Act coordination.
June 10, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Louisa McCovey, Yurok Tribe	Caltrans coordinated with the Yurok Tribe as part of the Wild and Scenic Rivers Act coordination.
June 11, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Wade Crowfoot, California Natural Resources Agency	Caltrans coordinated with the California Natural Resources Agency as part of the Wild and Scenic Rivers Act coordination.
June 12, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Bill Tripp, Karuk Tribe	Caltrans coordinated with the Karuk Tribe as part of the Wild and Scenic Rivers Act coordination.
June 12, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Sarah Schaefer, Quartz Valley Indian Reservation	Caltrans coordinated with the Quartz Valley Indian Reservation as part of the Wild and Scenic Rivers Act coordination.

Date	Personnel	Notes
July 22, 2025, and August 12 and 27, 2025	Kiara Cuerpo-Hadsall, Caltrans Environmental Coordinator; Chris Christofferson, Kristen Sexton, Crystal DeRose, and John Thornton, Klamath National Forest	Caltrans coordinated with the Klamath National Forest as part of the Section 4(f) coordination.

Circulation

In accordance with CEQA regulations, the Initial Study will be circulated for public review for a period of 30 days. After the public circulation period, all comments received would be considered, and Caltrans would select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND. A Mitigation Monitoring and Reporting Program (MMRP) that identifies all environmental commitments to be implemented is provided in Appendix G. Compliance with Title VI of the Civil Rights Act of 1964 is provided in Appendix H.

Chapter 4. List of Preparers

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

California Department of Transportation, District 2 1

James Allen	Paleontologist
Angel Aguilar	Water Quality Specialist
Ryan Bradshaw	Archaeologist
Rajive Chadha	Hazardous Waste Specialist
Kiara Cuerpo-Hadsall	Environmental Coordinator
Sara Acridge	Environmental Office Chief
Marla Despas	Biologist
Darrin Doyle	Environmental Coordinator
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Nicole Mallory	Project Manager
Keith Pelfrey	Environmental Branch Chief–R3
Ryan Pommerenck	Noise Specialist
Tony Rogers	Landscape Associate
Tony Zalik	Hydraulic Engineer
Zidan Zhang	Project Engineer

Chapter 5. Distribution List

Federal and State Agencies

State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814
(A digital copy will be provided)

Caltrans District 2
1657 Riverside Drive
Redding, CA 96001
(A hard copy will be provided)

California Department of Fish and Wildlife
Northern Region (Region 1)
Attn: Richard Lis
601 Locust Street
Redding, CA 96001
(A digital copy will be provided)

The following state agencies identified on the Notice of Completion will receive a digital copy of the Initial Study provided by the State Clearinghouse:

- California Highway Patrol
- California Air Resources Board
- Caltrans District 2
- California Department of Fish and Wildlife, Region 1
- California Department of Forestry and Fire Protection
- Native American Heritage Commission
- North Coast Regional Water Quality Control Board
- California Department of Toxic Substances Control

The following federal agency will receive a digital copy of the Initial Study:

Happy Camp/Oak Knoll Ranger District
Klamath National Forest
P.O. Box 377
63822 Highway 96
Happy Camp, CA 96039

Regional/County/Local Agencies

Siskiyou County Library
719 Fourth Street
Yreka, CA 96097
(A hardcopy will be provided)

Siskiyou County Library–Happy Camp Branch
143 Buckhorn Road
Happy Camp, CA 96039
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Local Elected Officials

Laura Bynum, County Clerk
Siskiyou County Clerk's Office
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Yreka, CA 96097
(A hard copy will be provided)

Ray Haupt, District 5 Supervisor
Siskiyou County Board of Supervisors
1312 Fairlane Road
Yreka, CA 96097
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Interested Groups, Organizations and Individuals

Lost Dutchman's Mining Association
15650 W Stanton Rd
Congress, AZ 85332
(A hardcopy will be provided)

Karuk Tribe
PO Box 1016
Happy Camp, CA 96039
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Quartz Valley Indian Reservation
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Hoopla Valley Tribe
11860 State Highway 96
Hoopla, CA 95546
(A digital copy will be provided)

Yurok Tribe
190 Klamath Boulevard
Klamath, CA 95548
(A digital copy will be provided)

Utilities, Service Systems, Businesses, and Other Property Owners

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Appendix A. Project Layouts



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
02	Sis	96	71 .0/71 .5	1	3

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE _____

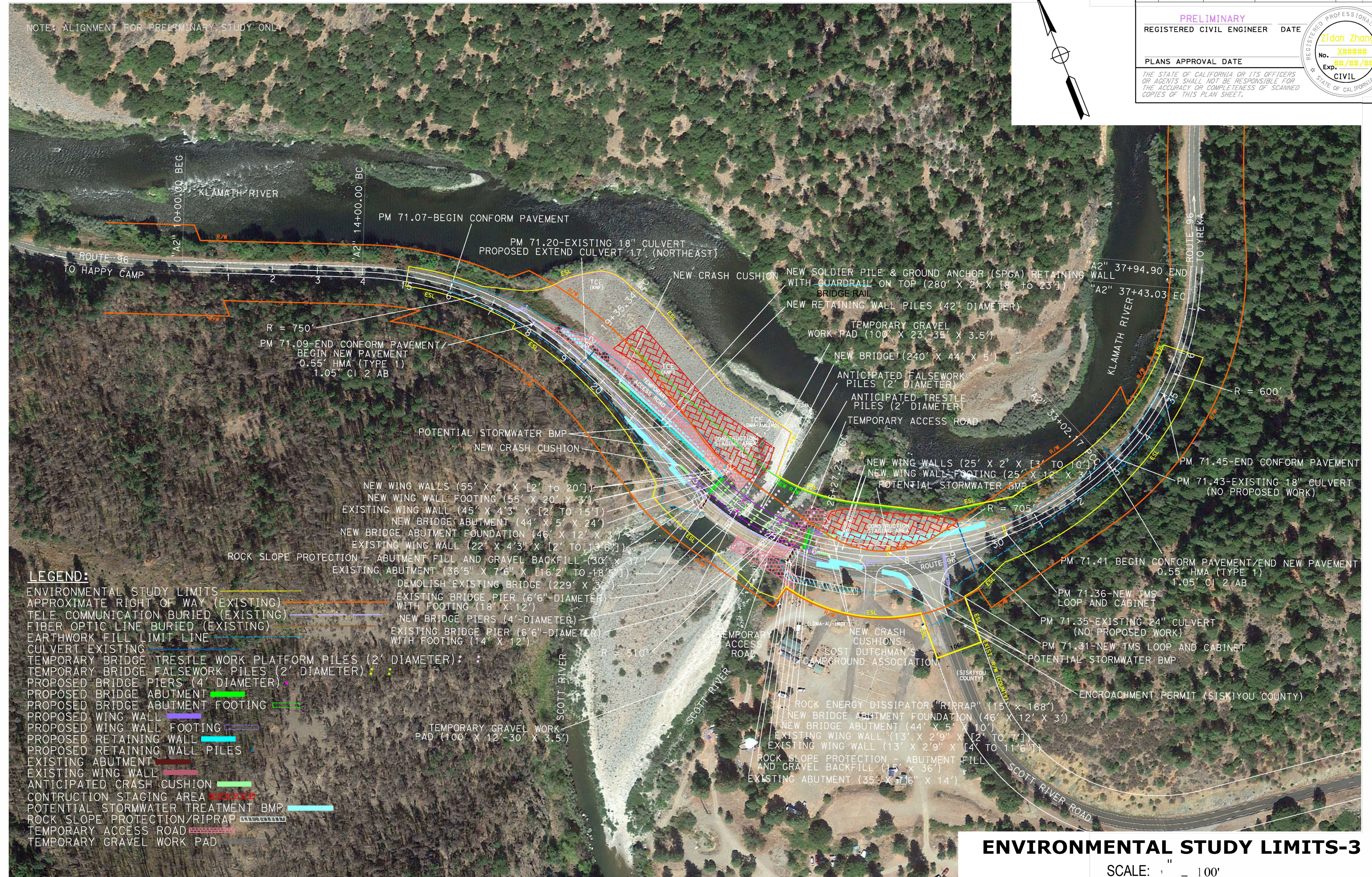
Zidan Zhong

No. X#####
Exp. ##/#/#/##

PLANS APPROVAL DATE _____

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





Dist

COUNTY

LOCATION CODE

POST MILES

SHEET

TOTAL

02

Sis

96

71.0/1.5

2

3

PRELIMINARY

REGISTERED CIVIL ENGINEER

DATE

7/10/26

PLANS APPROVAL DATE

7/10/26

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

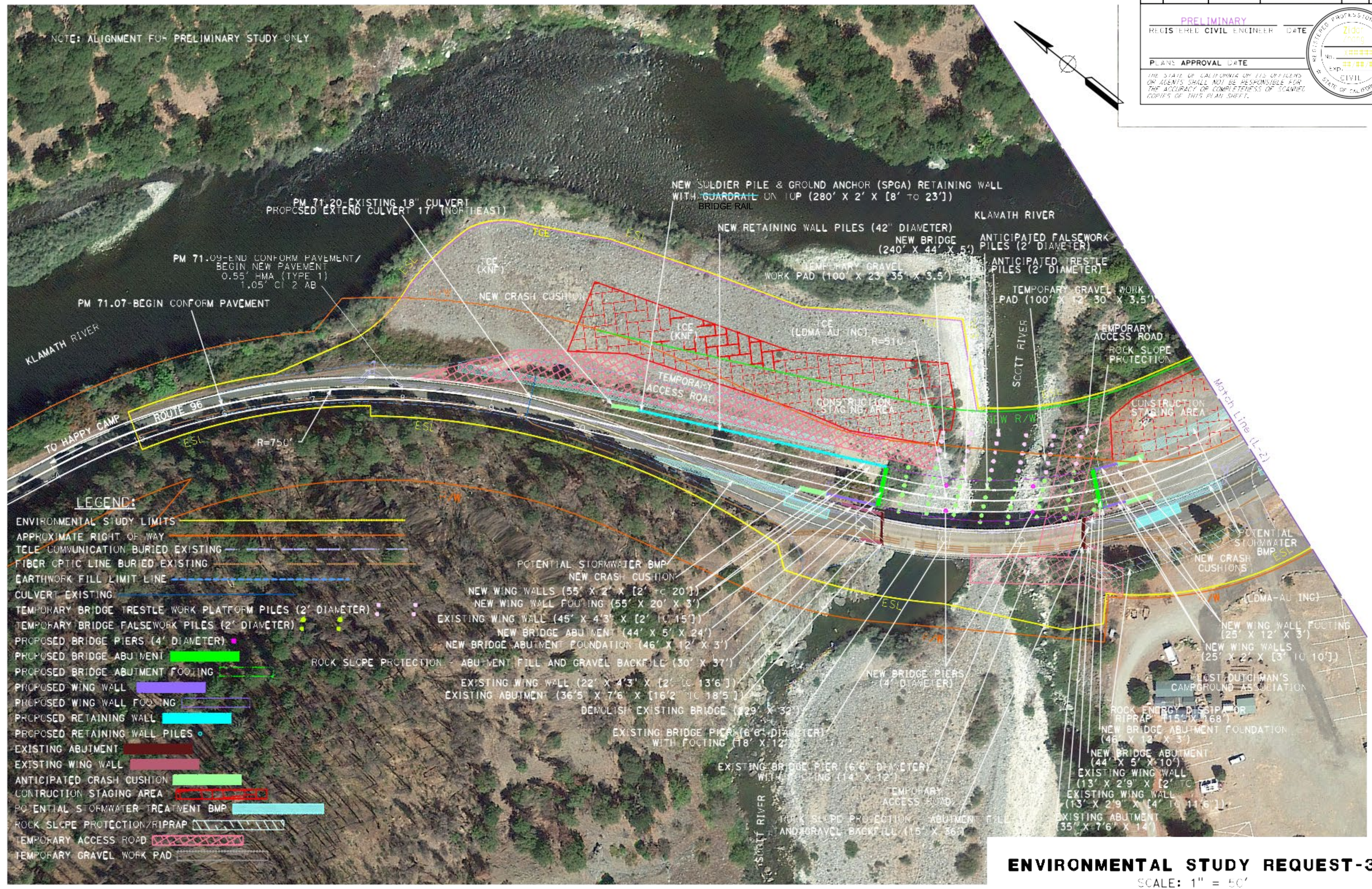
REGISTERED PROFESSIONAL ENGINEER

7/10/26

7/10/26

CIVIL

STATE OF CALIFORNIA



ENVIRONMENTAL STUDY REQUEST-3
SCALE: 1" = 50'

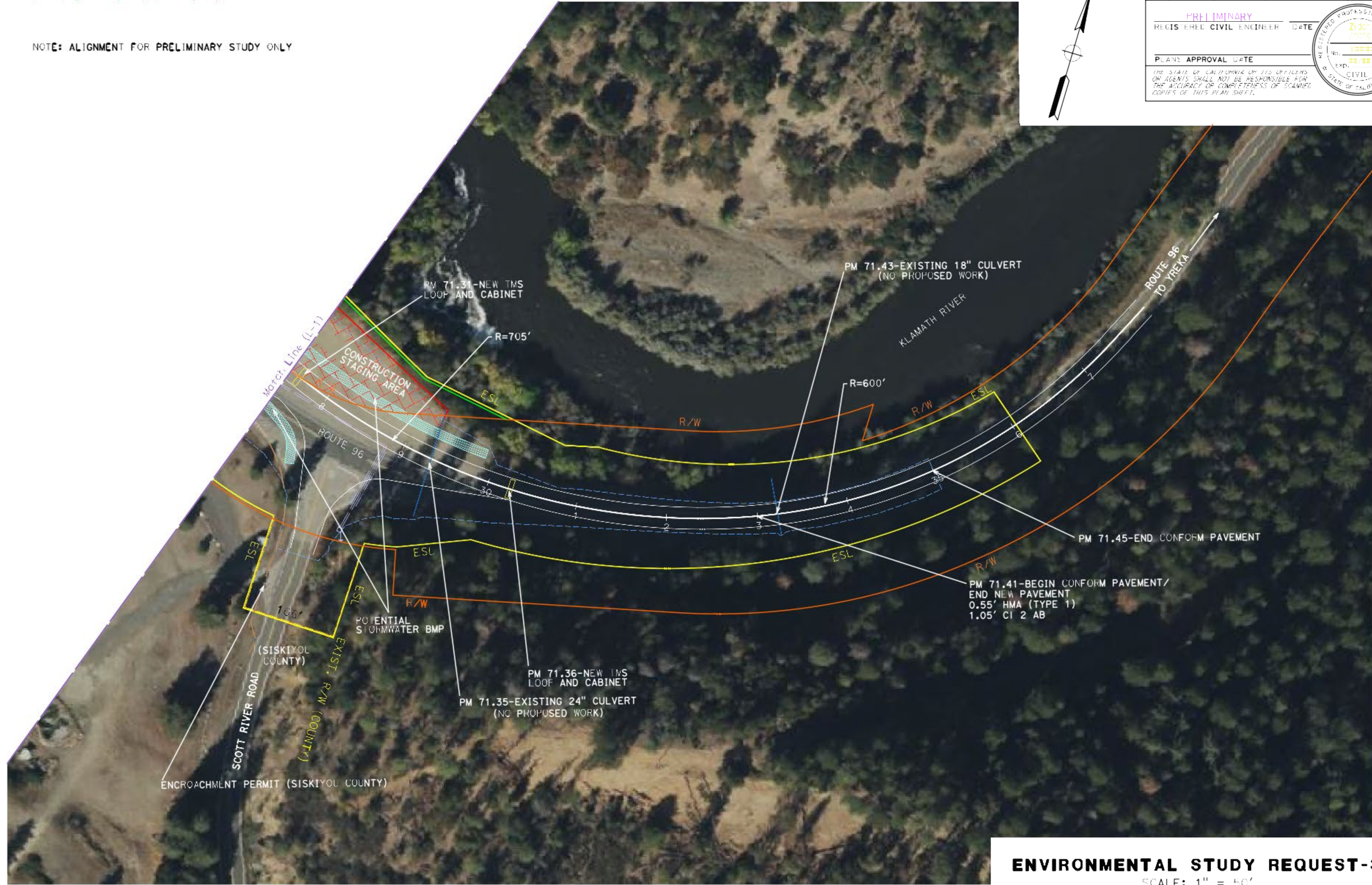
AERIAL IMAGERY FOR INFORMATION ONLY

DATE PLOTTED => 04/04/2026
TIME PLOTTED => 09:04
LAST REVISION

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE	REVISION
Caltrans	DESIGN	CHECKED BY	ZIDAN ZHANG	7/10/26	7/10/26

0 10 20 30 40 50 60 70 80 90 100

NOTE: ALIGNMENT FOR PRELIMINARY STUDY ONLY



DIST	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
02	Sis	96	71.0 / 1.5	3	3
PRELIMINARY					
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			DATE		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					

A circular professional engineer seal for the State of California. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER" at the top and "STATE OF CALIFORNIA" at the bottom. The center of the seal contains the name "Zider Jhang" in a stylized font. Below the name is the license number "No. 98888" and the expiration date "Exp. 08/01/08". At the bottom of the center is the word "CIVIL". There are two small stars on either side of the expiration date.

ENVIRONMENTAL STUDY REQUEST-3
SCALE: 1" = 50'

ESR-2

AERIAL IMAGERY FOR INFORMATION ONLY

BORDER LAST REVISED 8/5/2020

USERNAME => USER
BOX FILE => REQUEST

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3

UNIT 0319

PROJECT NUMBER & PHASE

0216000125

LAST REVISION
DATE PLOTTED => DATE
TIME PLOTTED => TIME

Appendix B. USFWS, NMFS, CDFW, CNPS and USFS Species Lists





United States Department of the Interior

FISH AND WILDLIFE SERVICE

Yreka Fish And Wildlife Office

1829 South Oregon Street

Yreka, CA 96097-3446

Phone: (530) 842-5763 Fax: (530) 842-4517



In Reply Refer To:

01/08/2026 04:24:32 UTC

Project Code: 2023-0119206

Project Name: 02-0H730 Scott River Bridge

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

To Whom It May Concern:

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

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

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

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

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

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

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

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

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

Yreka Fish And Wildlife Office

1829 South Oregon Street

Yreka, CA 96097-3446

(530) 842-5763

PROJECT SUMMARY

Project Code: 2023-0119206

Project Name: 02-0H730 Scott River Bridge

Project Type: Bridge - Replacement

Project Description: Replace the existing bridge with a new bridge downstream, road realignment, and culvert replacements.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.7790916,-123.03801923239507,14z>



Counties: Siskiyou County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 14 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. Note that 1 of these species should be considered only under certain conditions.

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.

MAMMALS

NAME	STATUS
North American Wolverine <i>Gulo gulo luscus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: Species may be present based on transient occurrence as it moves through or too suitable habitat. Effects should be considered to species and projects should consult with the Service, however, depending on the project, consultation may not be necessary. Species profile: https://ecos.fws.gov/ecp/species/5123 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Threatened

BIRDS

NAME	STATUS
California Condor <i>Gymnogyps californianus</i> Population: Pacific Northwest NEP No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8193 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Experimental Population, Non-Essential
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Proposed Threatened

FISHES

NAME	STATUS
Lost River Sucker <i>Deltistes luxatus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5604	Endangered
Shortnose Sucker <i>Chasmistes brevirostris</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7160	Endangered

INSECTS

NAME	STATUS
Franklin's Bumble Bee <i>Bombus franklini</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7022 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDDZZCTL4ZRGK4/documents/generated/11139.pdf	Endangered
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDDZZCTL4ZRGK4/documents/generated/11139.pdf	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

CRUSTACEANS

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDDZZCTL4ZRGK4/documents/generated/11139.pdf	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDDZZCTL4ZRGK4/documents/generated/11139.pdf	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i>	Endangered

NAME	STATUS
There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	

FLOWERING PLANTS

NAME	STATUS
Gentner's Fritillary <i>Fritillaria gentneri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8120 General project design guidelines: https://ipac.ecosphere.fws.gov/project/AYFISQ4UMRAFNDZZCTL4ZRGK4/documents/generated/11139.pdf	Endangered

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Northern Spotted Owl <i>Strix occidentalis caurina</i> https://ecos.fws.gov/ecp/species/1123#crithab	Final

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 2

Name: Marla Despas

Address: 1031 Butte St. MS. 30

City: Redding

State: CA

Zip: 96001

Email: marla.despas@dot.ca.gov

Phone: 5307593413

From: [Despas, Marla@DOT](mailto:Despas,Marla@DOT)
To: ["nmfswhrcra.specieslist@noaa.gov"](mailto:nmfswhrcra.specieslist@noaa.gov)
Subject: Caltrans 02-0H730 Scott River Bridge Replacement Project
Date: Thursday, April 2, 2026 5:38:00 PM

Caltrans
02-0H730 Scott River Bridge Replacement Project
Siskiyou County, SR 96, PM 71

Quad Name **Hamburg**

Quad Number **41123-G1**

ESA Anadromous Fish

SONCC Coho ESU (T) - **X**
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 - **X**
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 -

X

Chinook Salmon EFH -

X

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Marla Despas

Environmental Scientist - District Biologist

California Department of Transportation

1031 Butte St. MS 30 Redding, Ca. 96001

Cell (530) 759-3413

Marla.despas@dot.ca.gov

From: [NMFS SpeciesList - NOAA Service Account](#)
To: Despas, Marla@DOT
Subject: Federal ESA - - NOAA Fisheries Species List Re: Caltrans 02-0H730 Scott River Bridge Replacement Project
Date: Friday, April 3, 2026 8:44:18 AM

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[Report Suspicious](#)

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

CNPS Rare Plant Inventory



Search Results

65 matches found. Click on scientific name for details

Search Criteria: , 9-Quad include [4112278:4112288:4112381:4112362:4112268:4112361:4112372:4112371:4112382]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	OTHER STATUS	GENERAL HABITATS	MICROHABITATS	LOWEST ELEVATION (FT)	HIGHEST ELEVATION (FT)	PHOTO
<i>Abies amabilis</i>	Pacific silver fir	Pinaceae	perennial evergreen tree		None	None	G5	S2	2B.3	IUCN_LC	Upper montane coniferous forest		5580	7200	 © 2021 Scot Loring
<i>Allium siskiyouense</i>	Siskiyou onion	Alliaceae	perennial bulbiferous herb	(Apr)May-Jul	None	None	G4	S4	4.3	SB_CalBG/RSABG	Lower montane coniferous forest, Upper montane coniferous forest	Rocky, Serpentine (sometimes)	2805	8205	 John Doyen 2019
<i>Anemone multifida</i> var. <i>multifida</i>	cut-leaf anemone	Ranunculaceae	perennial herb	Apr-Jul	None	None	G5T5	S1S2	2B.2		Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest	Carbonate (sometimes), Gravelly, Rocky, Volcanic (sometimes)	5580	9025	 ©2017 Dana York

<i>Arabis aculeolata</i>	Waldo rockcress	Brassicaceae	perennial herb	Apr-Jun	None	None	G4	S2	2B.2	SB_BerrySB	Broadleaved upland forest, Lower montane coniferous forest, Upper montane coniferous forest	Serpentine	1345	5905	 © 2020 John Doyen
<i>Arabis modesta</i>	modest rockcress	Brassicaceae	perennial herb	Mar-Jul	None	None	G3	S3	4.3		Chaparral, Lower montane coniferous forest		395	2625	 ©2014 Scot Loring
<i>Arabis oregana</i>	Oregon rockcress	Brassicaceae	perennial herb	May	None	None	G3G4Q	S3	4.3		Chaparral, Lower montane coniferous forest	Serpentine	1970	6005	 ©2021 Scot Loring
<i>Arnica cernua</i>	serpentine arnica	Asteraceae	perennial rhizomatous herb	Apr-Jul	None	None	G5	S4	4.3		Lower montane coniferous forest (serpentinite)		1640	6300	 © 2021 Scot Loring
<i>Boechnera koehleri</i>	Koehler's stipitate rockcress	Brassicaceae	perennial herb	(Mar)Apr- Jul	None	None	G3G4	S3	1B.3	USFS_S	Chaparral, Lower montane coniferous forest	Rocky, Serpentine	510	5445	 ©2019 Dana York
<i>Boechnera rollei</i>	Rolle's rockcress	Brassicaceae	perennial herb	Aug	None	None	G1	S1	1B.1	SB_CalBG/RSABG	Upper montane coniferous forest	Rocky, Slopes	5250	5905	 ©2012 Dana York

<i>Bruchia bolanderi</i>	Bolander's bruchia	Bruchianaceae	moss		None	None	G3	S3	4.2	USFS_S	Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest		5580	9185	 ©2021 Scot Loring
<i>Calamagrostis foliosa</i>	leafy reed grass	Poaceae	perennial herb	May-Sep	None	CR	G3	S3	4.2		Coastal bluff scrub, North Coast coniferous forest	Rocky	0	4005	 ©2011 Zoya Akulova
<i>Callitropsis nootkatensis</i>	Alaska cedar	Cupressaceae	perennial evergreen tree		None	None	G4G5	S3	4.3	SB_UCSC	Upper montane coniferous forest		2135	8205	 © 2021 Scot Loring
<i>Carex scabriuscula</i>	Siskiyou sedge	Cyperaceae	perennial rhizomatous herb	May-Jul	None	None	G3G4	S4	4.3	SB_BerrySB; SB_UCSC	Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest	Mesic, Seeps (sometimes), Serpentine (sometimes)	2330	7695	 ©2009 Julie Kierstead Nelson

<i>Castilleja schizotricha</i>	split-hair paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Jul-Aug	None	None	G4	S2S3	1B.3	SB_BerrySB	Upper montane coniferous forest	Carbonate (often), Decomposed granitic, Serpentine (often)	4920	7545	 © 2014 Scot Loring
<i>Claytonia serpenticola</i>	serpentine spring beauty	Montiaceae	perennial herb	Apr-Jun(Jul)	None	None	G3	S3	4.3		Subalpine coniferous forest, Upper montane coniferous forest	Openings (usually), Rocky, Serpentine (usually)	3280	8040	 © 2020 Matt C. Berger
<i>Cypripedium californicum</i>	California lady's-slipper	Orchidaceae	perennial rhizomatous herb	Apr-Aug(Sep)	None	None	G3	S4	4.2	IUCN_EN; SB_CalBG/RSABG	Bogs and fens, Lower montane coniferous forest	Seeps, Serpentine (usually), Streambanks	100	9025	 © 2012 Barry Rice
<i>Cypripedium fasciculatum</i>	clustered lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	None	None	G4	S4	4.2	IUCN_VU; USFS_S	Lower montane coniferous forest, North Coast coniferous forest	Seeps (usually), Serpentine (usually), Streambanks	330	7990	 © 2013 Scot Loring
<i>Cypripedium montanum</i>	mountain lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	None	None	G4G5	S4	4.2	IUCN_VU; USFS_S	Broadleaved upland forest, Cismontane woodland, Lower montane coniferous forest, North Coast coniferous forest		605	7300	 © 2021 Scot Loring

<i>Dicentra formosa</i> <i>ssp. oregana</i>	Oregon bleeding heart	Papaveraceae	perennial herb	Apr-May	None	None	G5T4	S3	4.2		Lower montane coniferous forest (serpentinite)	1395	4870	 ©2008 Keir Morse
<i>Doellingeria glabrata</i>	Siskiyou aster	Asteraceae	perennial herb	Jun-Sep	None	None	G4	S3	4.3		Lower montane coniferous forest, Upper montane coniferous forest	395	8875	 ©2018 Dana York
<i>Draba carnosula</i>	Mt. Eddy draba	Brassicaceae	perennial herb	Jul-Aug	None	None	G2	S2	1B.3	SB_BerrySB; USFS_S	Subalpine coniferous forest, Upper montane coniferous forest	6350	9845	 ©2011 Steve Matson
<i>Draba howellii</i>	Howell's draba	Brassicaceae	perennial herb	Jun-Jul	None	None	G4	S4	4.3	SB_BerrySB	Subalpine coniferous forest (rocky)	4495	9845	 © 2013 Dana York
<i>Epilobium siskiyouense</i>	Siskiyou fireweed	Onagraceae	perennial herb	Jul-Sep	None	None	G3	S3	1B.3	BLM_S; SB_BerrySB	Alpine boulder and rock field, Subalpine coniferous forest, Upper montane coniferous forest	5580	8205	 ©2014 Julie Kierstead Nelson

<i>Erigeron cervinus</i>	Siskiyou daisy	Asteraceae	perennial rhizomatous herb	Jun-Aug	None	None	G4	S4	4.3		Lower montane coniferous forest, Meadows and seeps	80	6235	 ©2015 John Doyen	
<i>Erigeron petrophilus</i> var. <i>viscidulus</i>	Klamath rock daisy	Asteraceae	perennial rhizomatous herb	Jul-Sep	None	None	G4T4	S4	4.3		Chaparral, Lower montane coniferous forest, Meadows and seeps, Upper montane coniferous forest	Serpentine (sometimes)	4920	8860	 ©2014 Neal Kramer
<i>Eriogonum diclinum</i>	Jaynes Canyon buckwheat	Polygonaceae	perennial herb	Jun-Sep	None	None	G3	S3	2B.3		Upper montane coniferous forest (often serpentinite)		5580	7875	 ©1993 Dean Wm. Taylor
<i>Eriogonum hirtellum</i>	Klamath Mountain buckwheat	Polygonaceae	perennial rhizomatous herb	Jul-Sep	None	None	G2G3	S2S3	1B.3	SB_UCSC; USFS_S	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest	Serpentine	2000	6235	 ©2010 Steve Matson
<i>Eriogonum ternatum</i>	ternate buckwheat	Polygonaceae	perennial herb	Jun-Aug	None	None	G4	S4	4.3		Lower montane coniferous forest (serpentinite)		1000	7300	 ©2017 Dana York

<i>Eriogonum ursinum</i> var. <i>erubescens</i>	blushing wild buckwheat	Polygonaceae	perennial herb	Jun-Sep	None	None	G3G4T3	S3	1B.3	BLM_S; SB_UCSC; USFS_S	Chaparral (montane), Lower montane coniferous forest	Rocky, Scree, Talus	2460	6235	 ©2008 Sierra Pacific Industries
<i>Erythronium citrinum</i> var. <i>citrinum</i>	lemon-colored fawn lily	Liliaceae	perennial bulbiferous herb	Mar-May	None	None	G4T4	S3	4.3		Chaparral, Lower montane coniferous forest	Serpentine (usually)	490	4265	 ©2008 Keir Morse
<i>Erythronium hendersonii</i>	Henderson's fawn lily	Liliaceae	perennial bulbiferous herb	Apr-Jul	None	None	G4	S2	2B.3	USFS_S	Lower montane coniferous forest		985	5250	 © 2021 Scot Loring
<i>Hemieva ranunculifolia</i>	buttercup-leaf hemieva	Saxifragaceae	perennial herb	Jun-Aug	None	None	G5	S2	2B.2		Meadows and seeps, Upper montane coniferous forest	Granitic, Mesic, Rock crevices (often), Rocky	4920	8205	 Dana York (2017)
<i>Hesperocyparis bakeri</i>	Baker cypress	Cupressaceae	perennial evergreen tree		None	None	G3	S3	4.2	IUCN_VU; SB_CalBG/RSABG; SB_KewBG; SB_USDA	Chaparral, Lower montane coniferous forest	Serpentine (sometimes), Volcanic (sometimes)	2690	6545	 © 2021 Scot Loring
<i>Horkelia hendersonii</i>	Henderson's horkelia	Rosaceae	perennial herb	Jun-Aug	None	None	G1G2	S1	1B.1	BLM_S; SB_BerrySB; SB_CalBG/RSABG; USFS_S	Upper montane coniferous forest (granitic)		6560	7545	 © 2021 Scot Loring

<i>Juncus dudleyi</i>	Dudley's rush	Juncaceae	perennial herb	Jul-Aug	None	None	G5	S1	2B.3		Lower montane coniferous forest (mesic)		1200	6560	 © 2017 Dean Wm. Taylor
<i>Lewisia cotyledon</i> var. <i>heckneri</i>	Heckner's lewisia	Montiaceae	perennial herb	(Apr)May-Jul	None	None	G4T3	S3	1B.2	BLM_S; SB_UCSC	Lower montane coniferous forest (rocky)		740	6890	 © 2010 Neal Kramer
<i>Lewisia cotyledon</i> var. <i>howellii</i>	Howell's lewisia	Montiaceae	perennial herb	Apr-Jul	None	None	G4T4Q	S3	3.2		Broadleaved upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest	Rocky	490	6595	 © 2021 Scot Loring
<i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i>	Hutchison's lewisia	Montiaceae	perennial herb	(Apr)May-Aug	None	None	G3G4T3Q	S3	3.2	USFS_S	Upper montane coniferous forest	Openings	2510	7760	 Dean Wm. Taylor 2006

<i>Lilium</i> <i>pardalinum</i> ssp. <i>wigginsii</i>	Wiggins' lily	Liliaceae	perennial bulbiferous herb	Jun-Aug	None	None	G5T3	S3	4.3	Bogs and fens, Broadleafed upland forest, Lower montane coniferous forest, Meadows and seeps, Riparian scrub	Mesic	1590	6560	 © 2016 Dana York
<i>Lilium</i> <i>washingtonianum</i> ssp. <i>purpurascens</i>	purple- flowered Washington lily	Liliaceae	perennial bulbiferous herb	Jun-Aug	None	None	G4T4	S3S4	4.3	Chaparral, Lower montane coniferous forest, Upper montane coniferous forest	Serpentine (often)	230	9025	 © 2016 Barry Rice
<i>Lomatium</i> <i>hendersonii</i>	Henderson's lomatium	Apiaceae	perennial herb	Mar-Jun	None	None	G5?	S2	2B.3	Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland	Clay, Rocky	4595	8005	 ©2007 Norman Jensen

<i>Lupinus lapidicola</i>	Heller's Mount Eddy lupine	Fabaceae	perennial herb	Jul	None	None	G4	S4	4.3		Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest	Granitic, Gravelly, Serpentine	4920	9845	 ©2016 Dana York
<i>Mitellastra caulescens</i>	leafy- stemmed mitrewort	Saxifragaceae	perennial rhizomatous herb	(Mar)Apr- Oct	None	None	G5	S4	4.2		Broadleafed upland forest, Lower montane coniferous forest, Meadows and seeps, North Coast coniferous forest	Mesic, Roadsides (sometimes)	15	5580	 © 2014 Dana York
<i>Monotropa uniflora</i>	ghost-pipe	Ericaceae	perennial herb (achlorophyllous)	Jun- Aug(Sep)	None	None	G5	S2	2B.2	SB_CalBG/RSABG	Broadleafed upland forest, North Coast coniferous forest		35	1805	 © 2021 Scot Loring
<i>Orthocarpus cuspidatus</i> ssp. <i>cuspidatus</i>	Siskiyou Mountains orthocarpus	Orobanchaceae	annual herb	Jun-Aug	None	None	G5T3	S3	4.3		Lower montane coniferous forest, Upper montane coniferous forest		2295	7220	 ©2003 Norman Jensen

<i>Packera macounii</i>	Siskiyou Mountains ragwort	Asteraceae	perennial herb	Jun-Jul	None	None	G4?	S3	4.3		Chaparral, Lower montane coniferous forest	Disturbed areas (often), Serpentine (sometimes)	1310	3000	 ©2015 John Doyen
<i>Pedicularis howellii</i>	Howell's lousewort	Orobanchaceae	perennial herb	Jun-Aug	None	None	G4	S3	4.3	USFS_S	Upper montane coniferous forest (often serpentinite)		4920	6235	 ©2015 John Doyen
<i>Piperia candida</i>	white-flowered rein orchid	Orchidaceae	perennial herb	(Mar-Apr)May-Sep	None	None	G3?	S3	1B.2	BLM_S; SB_CalBG/RSABG	Broadleafed upland forest, Lower montane coniferous forest, North Coast coniferous forest	Serpentine (sometimes)	100	4300	 ©2016 Barry Rice
<i>Pityopus californicus</i>	California pinefoot	Ericaceae	perennial herb (achlorophyllous)	(Mar-Apr)May-Aug	None	None	G4G5	S4	4.2		Broadleafed upland forest, Lower montane coniferous forest, North Coast coniferous forest, Upper montane coniferous forest	Mesic	50	7300	 ©2009 Barry Rice

<i>Platanthera stricta</i>	slender bog-orchid	Orchidaceae	perennial herb	May-Aug	None	None	G5	S3	4.2		Lower montane coniferous forest, Meadows and seeps	Mesic	3280	7545	 © 2021 Scot Loring
<i>Poa rhizomata</i>	timber blue grass	Poaceae	perennial rhizomatous herb	Apr-Jul	None	None	G3G4	S2S3	1B.3		Lower montane coniferous forest, Subalpine coniferous forest, Upper montane coniferous forest	Mesic, Serpentine (sometimes)	1705	6695	No Photo Available
<i>Ptilidium californicum</i>	Pacific fuzzwort	Ptilidiaceae	liverwort	May-Aug	None	None	G4G5	S3S4	4.3		Lower montane coniferous forest, Upper montane coniferous forest		3740	5905	 © 2021 Scot Loring
<i>Saussurea americana</i>	American saw-wort	Asteraceae	perennial herb	Jul-Aug	None	None	G5	S1	2B.2		Lower montane coniferous forest, Meadows and seeps	Mesic	5695	6400	 Matt C. Berger (2019)
<i>Sedum laxum</i> ssp. <i>heckneri</i>	Heckner's stonecrop	Crassulaceae	perennial herb	Jun-Jul	None	None	G5?T4	S4	4.3		Lower montane coniferous forest, Upper montane coniferous forest	Gabbroic (sometimes), Serpentine (sometimes)	330	6890	 © 2010 Susan Erwin

<i>Sedum marmorense</i>	Marble Mountains stonecrop	Crassulaceae	perennial herb	Jul-Aug	None	None	G1G2	S1S2	1B.2		Subalpine coniferous forest, Upper montane coniferous forest	Openings, Rock crevices, Rocky, Talus	6150	7695	 ©2016 Dana York
<i>Sedum ob lanceolatum</i>	Applegate stonecrop	Crassulaceae	perennial herb	Jun-Jul	None	None	G3	S1	1B.1	SB_BerrySB	Upper montane coniferous forest (rocky)		1310	6560	 © 2021 Scot Loring
<i>Selaginella scopulorum</i>	Rocky Mountain spike-moss	Selaginellaceae	perennial rhizomatous herb	Jul-Aug	None	None	G5T5?	S2S3	2B.3		Subalpine coniferous forest, Upper montane coniferous forest	Granitic, Metamorphic, Rocky, Volcanic	4690	7495	 ©2014 Dana York
<i>Smilax jamesii</i>	English Peak greenbrier	Smilacaceae	perennial rhizomatous herb	May-Jul(Aug-Oct)	None	None	G3G4	S3S4	4.2		Broadleaved upland forest, Lower montane coniferous forest, Marshes and swamps, North Coast coniferous forest, Upper montane coniferous forest	Lake Margins, Mesic (sometimes), Streambanks	1655	6480	 Sheli Wingo 2004

<i>Stachys pilosa</i>	hairy marsh hedge- nettle	Lamiaceae	perennial rhizomatous herb	Jun-Aug	None	None	G5	S3	2B.3	Great Basin scrub (mesic), Meadows and seeps	3935	5805	 Keir Morse
<i>Tauschia glauca</i>	glaucous tauschia	Apiaceae	perennial herb	Apr-Jun	None	None	G4	S4	4.3	Lower montane coniferous forest (gravelly, serpentinite)	260	5580	 ©2022 Sierra Pacific Industries
<i>Triteleia hendersonii</i>	Henderson's triteleia	Themidaceae	perennial bulbiferous herb	May-Jul	None	None	G4	S1	2B.2	Cismontane woodland	2495	3935	 ©2016 Keir Morse
<i>Vaccinium scoparium</i>	little-leaved huckleberry	Ericaceae	perennial deciduous shrub	Jun-Aug	None	None	G5	S3	2B.2	Subalpine coniferous forest (rocky)	3400	7220	 © 2010 Keir Morse
<i>Veratrum insolitum</i>	Siskiyou false- hellebore	Melanthiaceae	perennial herb	Jun-Aug	None	None	G3	S4	4.3	Chaparral, Lower montane coniferous forest	150	5365	 ©2008 Keir Morse

<i>Veronica copelandii</i>	Copeland's speedwell	Plantaginaceae	perennial herb	Jul-Aug	None	None	G3	S3	4.3		Meadows and seeps, Subalpine coniferous forest	Serpentine	4430	8500	 © 2014 Steve Matson
<i>Viola howellii</i>	Howell's violet	Violaceae	perennial herb	May-Jun	None	None	G4	S1	2B.2		North Coast coniferous forest		2150	2150	 © 2021 Scot Loring

Showing 1 to 65 of 65 entries

Go to top

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USDA Forest Service, Pacific Southwest Region
Sensitive Plant Species by Forest

1

2013 FS R5 RF Plant Species List	Klamath NF	Mendocino NF	Shasta-Trinity NF	SIX Rivers NF	Lassen NF	Modoc NF	Plumas NF	Eldorado NF	Inyo NF	LTBMU	Tahoe NF	Sequoia NF	Sierra NF	Stanislaus NF	Angeles NF	Cleveland NF	Los Padres NF	San Bernardino NF	
Scientific Name (Common Name)																			
<i>Abies bracteata</i> (Santa Lucia fir)																	1		
<i>Abronia alpina</i> (alpine sand verbena)									1										
<i>Abronia nana</i> ssp. <i>covillei</i> (Coville's dwarf abronia)									1									1	
<i>Abronia villosa</i> var. <i>aurita</i> (chaparral sand verbena)																1		1	
<i>Acanthoscyphus parishii</i> var. <i>abramsii</i> (Abrams' flowery puncturebract)															1		1		
<i>Acanthoscyphus parishii</i> var. <i>cienezensis</i> (Cienega Seca flowery puncturebract)																		1	
<i>Agrostis hooveri</i> (Hoover's bentgrass)																	1		
<i>Allium hickmanii</i> (Hickman's onion)																	1		
<i>Allium howellii</i> var. <i>clokeyi</i> (Mt. Pinos onion)																	1		
<i>Allium jepsonii</i> (Jepson's onion)							1							1					
<i>Allium marvinii</i> (Yucaipa onion)																		1	
<i>Allium tribracteatum</i> (three-bracted onion)								1						1					
<i>Allium yosemitense</i> (Yosemite onion)													1	1					
<i>Anisocarpus scabridus</i> (scabrid alpine tarplant)		1	1	1															
<i>Antennaria marginata</i> (white-margined everlasting)																		1	
<i>Antirrhinum subcordatum</i> (dimorphic snapdragon)		1																	
<i>Arabis rigidissima</i> var. <i>demota</i> (Carson Range rock cress)										1	1								
<i>Arctostaphylos cruzensis</i> (Arroyo de la Cruz manzanita)																	1		
<i>Arctostaphylos edmundsii</i> (Little Sur manzanita)																	1		
<i>Arctostaphylos glandulosa</i> ssp. <i>gabrielensis</i> (San Gabriel manzanita)															1			1	
<i>Arctostaphylos hooveri</i> (Hoover's manzanita)																	1		
<i>Arctostaphylos luciana</i> (Santa Lucia manzanita)																	1		
<i>Arctostaphylos nissenana</i> (Nissenan manzanita)								1						1					
<i>Arctostaphylos obispoensis</i> (Bishop manzanita)																	1		
<i>Arctostaphylos parryana</i> subsp. <i>tumescens</i> (interior manzanita)															1			1	
<i>Arctostaphylos pilosula</i> (Santa Margarita manzanita)																	1		
<i>Arctostaphylos rainbowensis</i> (rainbow manzanita)																1			
<i>Arctostaphylos refugioensis</i> (Refugio manzanita)																	1		
<i>Arenaria lanuginosa</i> ssp. <i>sa1osa</i> (rock sandwort)																		1	
<i>Astragalus an1ius</i> (Ash Valley milk-vetch)						1													
<i>Astragalus bernardinus</i> (San Bernardino milk-vetch)																		1	
<i>Astragalus bicristatus</i> (crested milk-vetch)															1			1	

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.

USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

2

Astragalus cimae var. sufflatus (inflated milk-vetch)								1											
Astragalus deanei (Dean's milk-vetch)																1			
Astragalus douglasii var. perstrictus (Jacumba milk-vetch)																1			
Astragalus ertterae (Walker Pass milk-vetch)											1								
Astragalus johannis-howellii (Long Valley milk-vetch)								1											
Astragalus lemmonii (Lemmon's milk-vetch)					1	1		1		1									
Astragalus lentiformis (lens-pod milk-vetch)						1													
Astragalus lentiginosus var. antonius (San Antonio milk-vetch)														1				1	
Astragalus lentiginosus var. kernensis (Kern Plateau milk-vetch)								1			1								
Astragalus lentiginosus var. sierrae (Big Bear Valley milk-vetch)														1				1	
Astragalus monoensis (Mono milk-vetch)								1											
Astragalus ravenii (Raven's milk-vetch)								1											
Astragalus oocarpus (San Diego milk-vetch)																1			
Astragalus pachypus var. jaegeri (Jaeger's milk-vetch)																1		1	
Astragalus pulsiferae var. coronensis (Modoc milk-vetch)					1	1													
Astragalus pulsiferae var. pulsiferae (Pulsifer's milk-vetch)						1				1									
Astragalus pulsiferae var. suksdorfii (Suksdorf's milk-vetch)				1															
Astragalus shevockii (Shevock's milk-vetch)											1								
Astragalus tidestromii (Tidestrom's milk-vetch)																		1	
Astragalus webberi (Webber's milk-vetch)						1				1									
Atriplex parishii (Parish's bristlescale)																1		1	
Baccharis plummerae ssp. glabrata (San Simeon baccharis)																	1		
Balsamorhiza macrolepis var. macrolepis (bi-scale balsamroot)	1					1	1						1						
Bensoniella oregona (bensoniella)			1																
Bloomeria humilis (dwarf goldenstar)																	1		
Boechera bodiensis (Bodie Hills rock cress)								1											
Boechera constancei (Constance's rockcress)				1		1													
Boechera evadens (hidden rockcress)								1			1		1						
Boechera johnstonii (Johnston's rockcress)																		1	
Boechera koehleri (Koehler's rockcress)			1																
Boechera parishii (Parish's rockcress)																		1	
Boechera peirsonii (San Bernardino rockcress)																		1	
Boechera pinzliae (Pinzl's rockcress)								1											
Boechera shevockii (Shevock's rockcress)											1								
Boechera shockleyi (Shockley's rockcress)								1										1	
Boechera tiehmii (Tiehm's rockcress)								1	1										
Boechera tularensis (Tulare rockcress)								1	1		1	1							
Boletus pulcherrimus (red-pored bolete)	1		1	1						1									
Botrychium ascendens (upswept moonwort)				1	1	1	1	1	1	1		1	1						
Botrychium crenulatum (scalloped moonwort)	1	1	1		1	1	1	1	1	1	1	1	1	1	1			1	
Botrychium lineare (slender moonwort)								1	1			1	1						

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USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

3

Botrychium lunaria (common moonwort)	1				1	1	1	1	1	1	1	1	1	1				
Botrychium minganense (Mingan moonwort)	1		1		1	1	1	1	1	1	1	1	1	1				
Botrychium montanum (western goblin)	1				1	1	1	1		1	1	1	1	1				
Botrychium parado1um (parado1 moonwort)							1	1					1					
Botrychium pedunculatum (stalked moonwort)					1			1						1				
Botrychium pinnatum (northwestern moonwort)	1		1		1	1	1							1				
Botrychium pumicola (pumice moonwort)	1		1															
Botrychium tunu1 (moosewort)								1					1	1				
Botrychium yaa1udakeit (giant moonwort)								1					1	1				
Brodiaea insignis (Kaweah brodiaea)												1						
Brodiaea orcuttii (Orcutt's brodiaea)																1		
Brodiaea rosea (Indian Valley brodiaea)		1																
Brodiaea santarosae (Santa Rosa baslat brodiaea)																1		
Bruchia bolanderi (Bolander's bruchia)					1	1	1	1	1	1	1	1	1	1				
Bu1baumia viridis (green bug-on-a-stick)	1		1	1	1	1	1											
Calicium adspersum (stubble lichen)				1														
Calochortus clavatus var. avius (Pleasant Valley mariposa lily)								1						1				
Calochortus clarvatus var. clavatus (club-haired mariposa lily)															1		1	
Calochortus clavatus var. gracilis (slender mariposa lily)															1		1	
Calochortus dunnii (Dunn's mariposa lily)																1		
Calochortus e1cavatus (Inyo County star-tulip)								1										
Calochortus fimbriatus (late-flowered mariposa-lily)															1		1	
Calochortus greenei (Greene's mariposa lily)	1		1															
Calochortus longebarbatus var. longebarbatus (long-haired star-tulip)			1		1	1												
Calochortus obispoensis (San Luis mariposa lily)																	1	
Calochortus palmeri var. munzii (Munz's mariposa lily)																		1
Calochortus palmeri var. palmeri (Palmer's mariposa lily)												1			1		1	1
Calochortus persistens (Siskiyou mariposa lily)	1																	
Calochortus simulans (San Luis Obispo mariposa lily)																	1	
Calochortus striatus (alkali mariposa lily)												1			1			1
Calochortus weedii var. intermedius (intermediate mariposa lily)																1		
Calochortus westonii (Shirley Meadows star-tulip)												1						
Calycadenia micrantha (small-flowered calycadenia)		1		1													1	
Calycadenia oppositifolia (Butte County calycadenia)							1											
Calycadenia villosa (dwarf western rosinweed)																	1	
Calyptridium pygmaeum (pygmy pussypaws)									1				1	1				1
Camissonia sierrae ssp. alticola (Mono Hot Springs evening-primrose)													1					
Camissoniopsis hardhamiae (Hardham's evening-primrose)																	1	
Campanula shetleri (Castle Crags harebell)			1															
Campanula wilkinsiana (Wilkins' harebell)	1		1															
Canbya candida (pygmy poppy)												1			1			1

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.

Sensitive Plant Species by Forest

4

Care1 obispoensis (San Luis Obispo sedge)																	1	
Care1 tiogana (Tioga Pass sedge)								1										
Carlquista muirii (Muir's tarplant)												1	1				1	
Carpenteria californica (tree-anemone)													1					
Castilleja gleasonii (Mt. Gleason's paintbrush)															1			
Castilleja lasiorhyncha (San Bernardino Mountains owl's-clover)																1		1
Castilleja plagiotoma (Mojave paintbrush)															1		1	1
Caulanthus ample1caulis var. barbarae (Santa Barbara jewel-flower)																	1	
Caulanthus lemmonii (Lemmon's jewel-flower)																	1	
Caulanthus simulans (Payson's jewel-flower)																	1	1
Ceanothus cyaneus (Lakeside ceanothus)																	1	
Chaenactis suffrutescens (Shasta chaenactis)	1		1															
Chlorogalum pomeridianum var. minus (dwarf soaproot)																		1
Chorizanthe blakleyi (Blakley's spineflower)																		1
Chorizanthe breweri (Brewer's spineflower)																		1
Chorizanthe parryi var. fernandina (San Fernando Valley spineflower)															1		1	
Chorizanthe parryi var. parryi (Parry's spineflower)															1	1		1
Chorizanthe rectispina (straight-awned spineflower)																		1
Chorizanthe 1anti var. leucotheca (white-bracted spineflower)																		1
Cinna bolanderi (Bolander's woodreed)												1	1					
Cladium californica (California saw-grass)								1							1		1	1
Clarkia australis (Small's southern clarkia)														1				
Clarkia biloba ssp. australis (Mariposa clarkia)													1	1				
Clarkia borealis ssp. borealis (northern clarkia)			1															
Clarkia gracilis ssp. albicaulis (white-stemmed clarkia)					1		1											
Clarkia jolonensis (Jolon clarkia)																	1	
Clarkia lingulata (Merced clarkia)													1	1				
Clarkia mildrediae ssp. mildrediae (Mildred's clarkia)					1		1											
Clarkia mosquinii (Mosquin's clarkia)							1											
Claytonia lanceolata var. peirsonii (Peirson's spring beauty)																1		1
Collomia larsenii (talus collomia)			1		1	1												
Collomia rawsoniana (flaming trumpet)													1					
Cordylanthus eremicus ssp. kernensis (Kern Plateau bird's beak)								1				1						
Cordylanthus tenuis ssp. pallescens (pallid bird's-beak)			1															
Cryptantha circumscissa rosulata (rosetta cushion cryptantha)								1				1						
Cryptantha crinita (silky cryptantha)					1													
Cryptantha incana (Tulare cyptantha)								1				1						
Cryptantha roosiorum (bristlecone cryptantha)								1										
Cudonia monticola (mountain cudonia)	1		1	1														
Cypripedium fasciculatum (clustered lady's-slipper)	1	1	1	1	1		1				1							
Cypripedium montanum (mountain lady's-slipper)	1	1	1	1	1	1	1	1			1		1	1				

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.

[illegible]

Pacific Southwest Region, Regional Forester's Sensitive Species List. National direction for designation and management of sensitive species can be found in Forest Service Manual (FSM) 2670.

USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

6

Erigeron miser (starved daisy)									1	1							
Erigeron multiceps (Kern River daisy)								1			1						
Erigeron uncialis var. uncialis (limestone daisy)								1									
Eriogonum alpinum (Trinity buckwheat)	1		1														
Eriogonum breedlovei var. breedlovei (Breedlove's buckwheat)											1						
Eriogonum butterworthianum (Buckworth's buckwheat)															1		
Eriogonum evanidum (vanishing wild buckwheat)														1		1	
Eriogonum hirtellum (Klamath Mountains buckwheat)	1			1													
Eriogonum kennedyi var. alpigenum (southern alpine buckwheat)													1		1	1	
Eriogonum luteolum var. saltuarium (Jack's wild buckwheat)							1		1			1					
Eriogonum microthecum var. johnstonii (Johnson's buckwheat)													1			1	
Eriogonum microthecum var. lacus-ursi (Bear Lake buckwheat)																1	
Eriogonum microthecum var. schoolcraftii (Schoolcraft's wild buckwheat)						1											
Eriogonum nervulosum (Snow Mountain buckwheat)		1															
Eriogonum nudum var. regirivum (Kings River buckwheat)											1	1					
Eriogonum ovalifolium ssp. monarchense (Monarch buckwheat)											1	1					
Eriogonum prociduum (prostrate buckwheat)				1	1												
Eriogonum spectabile (Barron's buckwheat)				1													
Eriogonum tripodum (tripod buckwheat)		1					1										
Eriogonum twisselmannii (Twisselmann's buckwheat)											1						
Eriogonum umbellatum var. ahartii (Ahart's buckwheat)						1											
Eriogonum umbellatum var. glaberrimum (green buckwheat)					1												
Eriogonum umbellatum var. torreyanum (Donner Pass buckwheat)									1	1							
Eriogonum ursinum var. erubescens (blushing wild buckwheat)	1		1														
Eriogonum wrightii var. olanchense (Olancho Peak buckwheat)							1										
Eriophyllum congdonii (Congdon's woolly sunflower)												1	1				
Eriophyllum lanatum var. hallii (Fort Tejon woolly sunflower)															1		
Eriophyllum nubigenum (Yosemite woolly sunflower)													1				
Erythronium hendersonii (Henderson's fawn lily)	1			1													
Erythronium pluriflorum (Shuteye Peak fawn-lily)												1					
Erythronium pusaterii (Kaweah Lakes fawn-lily)											1						
Erythronium taylori (Pilot Ridge fawn-lily)													1				
Erythronium tuolumnense (Tuolumne fawn-lily)													1				
Eucephalis vialis (wayside aster)	1		1	1													
Fissidens aphelota1ifolius (brook pocket moss)	1					1						1	1				
Fissidens pauperculus (minute pocket moss)				1		1											
Frangula purshiana ultramafica (Caribou coffeeberry)					1	1											
Frasera umpquaensis (Umpqua green-gentian)	1		1	1													
Fritillaria brandegeei (Greenhorn fritillary)											1						
Fritillaria eastwoodiae (Butte County fritillary)			1		1	1				1							
Fritillaria falcata (talus fritillary)																1	

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USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

7

Fritillaria liliacea (fragrant fritillary)																	1	
Fritillaria ojaiensis (Ojai fritillary)																	1	
Fritillaria striata (striped adobe-lily)										1								
Fritillaria viridea (San Benito fritillary)																	1	
Galium angustifolium ssp. jacinticum (San Jacinto Mountains bedstraw)																1		1
Galium californicum ssp. lucense (Cone Peak bedstraw)																	1	
Galium californicum ssp. primum (California bedstraw)																		1
Galium clementis (Santa Lucia bedstraw)																	1	
Galium glabrescens ssp. modocense (Modoc bedstraw)					1													
Galium grande (San Gabriel bedstraw)														1				
Galium hardhamiae (Hardham's bedstraw)																	1	
Galium serpticum ssp. warnerense (Warner Mountain's bedstraw)					1													
Gentiana fremontii (moss gentian)																		1
Gentiana setigera (Mendocino gentian)			1															
Gilia leptantha ssp. leptantha (San Bernardino gilia)																		1
Gilia yorkii (Monarch gilia)										1	1							
Githopsis diffusa ssp. filicaulis (Mission Canyon bluecup)																	1	
Harmonia doris-nilesiae (Nile's harmonia)			1															
Harmonia stebbinsii (Stebbin's mada)		1	1															
Helodium blandowii (Blandow's bog moss)	1				1	1	1	1	1	1	1	1	1	1				
Hesperidanthus jaegeri (Jaeger's hesperidanthus)									1									
Hesperocyparis forbesii (Tecate cypress)																	1	
Hesperocyparis stephensonii (Cuyamaca cypress)																	1	
Hesperolinon drymarioides (Lake County western fla1)		1																
Heterotheca monarchensis (monarch goldenaster)												1	1					
Heterotheca shevockii (Shevock's goldenaster)												1						
Heuchera abramsii (Abrams's alumroot)															1	1	1	1
Heuchera caespitosa (urn-flowered alumroot)															1		1	1
Heuchera hirsutissima (shaggy-haired alumroot)																		1
Heuchera parishii (Parish's alumroot)																		1
Horkelia cuneata ssp. puberula (mesa horkelia)															1	1	1	1
Horkelia cuneata ssp. sericea (Kellogg's horkelia)																	1	
Horkelia hendersonii (Henderson's horkelia)	1																	
Horkelia hispidula (White Mountains horkelia)									1									
Horkelia parryi (Parry's horkelia)								1					1	1				
Horkelia truncata (Ramona horkelia)																	1	
Horkelia tularensis (Kern Plateau horkelia)												1						
Horkelia wilderae (Barton Flats horkelia)																		1
Horkelia yadonii (Santa Lucia horkelia)																	1	
Hulsea brevifolia (short-leaved hulsea)								1	1		1	1	1					
Hulsea vestita ssp. gabrielensis (San Gabriel Mountains sunflower)															1		1	1

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USDA Forest Service, Pacific Southwest Region
Sensitive Plant Species by Forest

8

Hulsea vestita ssp. pygmaea (pygmy hulsea)								1			1			1				1	
Iliamna latibracteata (California globe mallow)			1	1															
Imperata brevifolia (California satintail)														1			1	1	
Iris hartwegii ssp. columbiana (Tuolumne iris)													1						
Iris munzii (Munz's iris)											1								
Ivesia pickeringii (Pickering's ivesia)	1		1																
Ivesia aperta var. canina (Dog Valley ivesia)										1									
Ivesia aperta var. aperta (Sierra Valley ivesia)						1				1									
Ivesia argyrocoma var. argyrocoma (silver-haired ivesia)																		1	
Ivesia callida (Tahquitz ivesia)																		1	
Ivesia longibracteata (Castle Crag ivesia)			1																
Ivesia paniculata (Ash Creek ivesia)						1													
Ivesia sericoleuca (Plumas ivesia)						1			1	1									
Ivesia webberi (Webber's ivesia)						1				1									
Juncus leiostermus var. leiostermus (Red Bluff dwarf rush)					1														
Juncus luciensis (Santa Lucia dwarf rush)					1		1			1								1	
Lathyrus biflorus (two-flowered pea)			1																
Layia heterotricha (pale-yellow layia)																		1	
Layia jonesii (Jones's layia)																		1	
Lepechinia cardiophylla (heart-leaved pitcher sage)																	1		
Lepechinia fragrans (fragrant pitcher sage)															1				1
Lepechinia rossii (Ross' pitcher sage)															1		1		
Leptosiphon floribundus ssp. hallii (Santa Rosa Mountains leptosiphon)																			1
Leptosiphon nuttallii ssp. howellii (Mt. Tedoc leptosiphon)		1	1																
Leptosiphon serrulatus (Madera leptosiphon)											1	1							
Lessingia glandulifera var. tomentosa (Warner Springs lessingia)																	1		
Lewisia brachycalyx1 (short-sepaled lewisia)															1	1			1
Lewisia cantelovii (Cantelow's lewisia)			1				1			1									
Lewisia congdonii (Congdon's lewisia)											1	1	1						
Lewisia disepala (Yosemite lewisia)											1	1							
Lewisia kelloggii ssp. hutchinsonii (Hutchinson's lewisia)			1		1		1	1		1	1			1					
Lewisia kelloggii ssp. kelloggii (Kellogg's lewisii)				1			1	1		1	1		1	1					
Lewisia longipetala (long-petaled lewisia)							1		1	1									
Lewisia oppositifolia (opposite-leaved lewisia)				1															
Lewisia serrata (saw-toothed lewisia)							1			1									
Lewisia stebbinsii (Stebbins's lewisia)		1																	
Lilium parryi (lemon lily)															1	1			1
Limnanthes alba var. parishii (Parish's meadowfoam)																1			1
Limnanthes floccosa ssp. bellingeriana (Bellinger's meadowfoam)					1														
Linanthus concinnus (San Gabriel linanthus)															1				1
Linanthus jaegeri (San Jacinto prickly phlo1)																			1

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Sensitive Plant Species by Forest

Linanthus killipii (Baldwin Lake linanthus)																			1
Linanthus orcuttii (Orcutt's linanthus)																	1	1	
Lomatium roseanum (adobe parsley)					1	1	1												
Lomatium stebbinsii (Stebbins' lomatium)														1					
Lonicera subspicata var. subspicata (Santa Barbara honeysuckle)																		1	
Lupinus antoninus (Anthony Peak lupine)		1																	
Lupinus citrinus var. citrinus (orange lupine)													1						
Lupinus constancei (The Lassics lupine)				1															
Lupinus duranii (Mono Lake lupine)									1										
Lupinus latifolius var. barbatus (bearded lupine)						1													
Lupinus lepidus var. ashlandensis (Mt. Ashland lupine)	1																		
Lupinus lepidus var. culbertsonii (Hockett Meadows lupine)									1				1	1					
Lupinus ludovicianus (San Luis Obispo lupine)																			1
Lupinus padre-crowleyi (Father Crowley's lupine)									1										
Lupinus peirsonii (Peirson's lupine)																	1		
Malacothamnus palmeri var. involucratus (Carmel Valley bush mallow)																			1
Malacothamnus palmeri var. lucianus (Arroyo Seco bush mallow)																			1
Malacothamnus palmeri var. palmeri (Santa Lucia bush mallow)																			1
Malacothri1 sa1atilis var. arachnoidea (Carmel Valley malocothi1)																			1
Mala1is monophyllos ssp. brachypoda (white bog adder's-mouth)																			1
Marina orcuttii var. orcuttii (California marina)																			1
Matelea parviflora (spearleaf)																			1
Meesia uliginosa (broad-nerved hump-moss)	1		1		1	1	1	1	1	1	1	1	1	1	1				1
Mentzelia inyoensis (Inyo blazing star)									1										
Mielichhoferia elongata (elongate copper moss)	1	1	1	1			1				1	1	1	1					
Mielichhoferia shevockii (Shevock's copper moss)												1	1	1			1	1	
Mimulus discolor (two-colored monkeyflower)												1							
Mimulus evanescens (ephemeral monkeyflower)	1				1	1													
Mimulus e1iguus (San Bernardino Mountains monkeyflower)																			1
Mimulus filicaulis (slender-stemmed monkeyflower)													1	1					
Mimulus gracilipes (slender stalked monkeyflower)												1	1						
Mimulus norrisii (Kaweah monkeyflower)												1	1						
Mimulus pulchellus (pansy monkeyflower)													1	1					
Mimulus purpureus (purple monkeyflower)																			1
Mimulus shevockii (Kelso Creek monkeyflower)												1							
Minuartia decumbens (The Lassics sandwort)				1															
Minuartia rosei (peanut sandwort)			1																
Minuartia stolonifera (Scott Mountain sandwort)	1		1																
Monardella australis jokerstii (Jokerst's monardella)																	1		1
Monardella beneolens (sweet-smelling monardella)								1				1							
Monardella follettii (Follett's monardella)					1		1				1								

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USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

10

Monardella hypoleuca ssp. lanata (flat-leaved monardella)																1			
Monardella linoides ssp. oblonga (fla1-like monardella)							1					1					1		
Monardella macrantha ssp. hallii (Hall's monardella)														1		1		1	
Monardella nana ssp. leptosiphon (San Felipe monardella)																1		1	
Monardella palmeri (Palmer's monardella)																	1		
Monardella stebbinsii (Stebbins's monardella)							1												
Monardella sa1icola (rock monardella)														1				1	
Navarretia ojaiensis (Ojai navarretia)																	1		
Navarretia peninsularis (Baja navarretia)											1			1		1	1	1	
Navarretia prolifera ssp. lutea (yellow bur navarretia)							1												
Navarretia setiloba (Piute Mountains navarretia)											1								
Nemacladus calcaratus (Chimney Creek nemacladus)											1								
Nemacladus secundiflorus robbinsii (Robbins' nemacladus)														1			1		
Nemacladus twisselmannii (Twisselman's nemacladus)											1								
Neviusia cliftonii (shasta snow-wreath)			1																
Nolina cismontana (chaparral nolina)																1	1		
Ophioglossom pusillum (northern adder's tongue)		1	1																
Opuntia basilaris var. brachyclada (short-joint beavertail)															1			1	
Oreonana purpurascens (purple mountain-parsley)											1								
Oreonana vestita (woolly mountain-parsley)											1			1				1	
Oreostemma elatum (tall alpine aster)				1		1													
Orobanche valida ssp. valida (Rock Creek broomrape)															1		1	1	
Orthotrichum kellmanii (Kellman's bristle moss)																	1		
Orthotrichum praemorsum (No common name)										1									
Otidea smithii (Smith's otidea)				1															
O1ytropis oreophila oreophila (rock-loving o1ytrope)															1			1	
Packera bernardina (San Bernardino ragwort)																			1
Packera eurycephala (cut-leaved ragweed)				1		1													
Packera ganderi (Gander's ragwort)																1			
Packera hesperia (western senecio)				1															
Parnassia cirrata var. cirrata (San Bernardino grass-of-Parnassus)															1			1	
Parnassia cirrata var. intermedia (Cascade grass-of-Parnassus)	1		1																
Pedicularis dudleyi (Dudley's lousewort)																	1		
Pedicularis howellii (Howell's lousewort)	1			1															
Peltigera gowardii (veined water lichen)	1	1	1	1	1		1	1	1	1	1	1	1	1					
Penstemon californicus (California beardtongue)																1		1	
Penstemon personatus (closed-throated beardtongue)					1		1				1								
Penstemon sudans (Susanville beardtongue)					1		1												
Penstemon tracyi (Tracy's beardtongue)			1																
Pentachaeta e1ilis ssp. aeolica (slender pentachaeta)																	1		
Petrophyton caespitosum ssp. acuminatum (marble rockmat)								1				1	1						

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USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

Phacelia cookei (Cooke's phacelia)	1		1															
Phacelia greenei (Scott Valley phacelia)	1		1															
Phacelia inundata (playa phacelia)	1				1	1												
Phacelia inyoensis (Inyo phacelia)								1										
Phacelia keckii (Santiago Peak phacelia)																1		
Phacelia monoensis (Mono County phacelia)								1										
Phacelia novenmillensis (Nine Mile Canyon phacelia)								1			1							
Phacelia stebbinsii (Stebbins's phacelia)							1			1								
Phaeocollybia olivacea (olive phaeocollybia)	1		1	1			1			1								
Phlo1 dolichantha (Big Bear Valley phlo1)																		1
Pinus albicaulis (whitebark pine)	1		1		1	1		1	1	1	1	1	1					
Plagiobothrys collinus ursinus (Cooper's popcornflower)																		1
Plagiobothrys parishii (Parish's popcornflower)								1										
Plagiobothrys uncinatus (hooked popcornflower)																	1	
Platanthera yosemitensis (Yosemite bog orchid)												1						
Poa sierrae (Sierra blue grass)					1		1	1			1							
Polemonium chartaceum (Mason's sky pilot)	1		1					1										
Polycytenium williamsiae (Williams's combleaf)								1										
Potentilla morefieldii (Morefield's cinquefoil)								1										
Potentilla rimicola (cliff cinquefoil)																		1
Prosartes parvifolia (Siskiyou bells)				1														
Pyrrocoma lucida (sticky pyrrocoma)					1		1				1							
Pyrrocoma uniflora var. gossypina (Bear Valley pyrrocoma)																		1
Quercus dumosa (Nuttal's scrub oak)																	1	
Raillardella pringlei (showy raillardella)	1		1															
Ramalina thrausta (angelhair)				1														
Ribes canthariforme (Moreno currant)																1		
Rorippa columbiae (Columbia yellow cress)	1		1		1	1												
Rorippa subumbellata (Tahoe yellow cress)										1								
Rupertia hallii (Hall's rupertia)					1													
Saltugilia latimeri (Latimer's woodland-gilia)												1						1
Sanicula maritima (adobe sanicle)																	1	
Sanicula tracyi (Tracy's sanicle)				1														
Satureja chandleri (San Miguel savory)																1		
Scheuchzeria palustris (American scheuchzeria)					1													
Schoenus nigricans (black bog-rush)																		1
Scutellaria bolanderi ssp. austromontana (southern skullcap)														1	1			1
Sedum albomarginatum (Feather River stonecrop)					1		1											
Sedum niveum (Davidson's stonecrop)																		1
Sedum obtusatum ssp. paradisum (Canyon Creek stonecrop)				1	1													
Senecio pattersonensis (Mono ragwort)							1	1										

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USDA Forest Service, Pacific Southwest Region

Sensitive Plant Species by Forest

12

Sibaropsis hammittii (Hammitt's clay-cress)									1										
Sidalcea hickmanii ssp. anomala (Cuesta Pass checkerbloom)																1			
Sidalcea hickmanii ssp. hickmanii (Hickman's checkerbloom)																	1		
Sidalcea hickmanii ssp. parishii (Parish's checkerbloom)																		1	
Sidalcea hickmanii ssp. pillsburiensis (Lake Pillsbury checkerbloom)														1			1	1	
Sidalcea malviflora subsp. dolosa ((Bear Valley checkerbloom)		1																	
Sidalcea neome1icana (Salt Spring checkerbloom)																		1	
Sidotheca caryophylloides (chickweed starry puncturebract)																		1	
Sidotheca emarginata (white-margined starry puncturebract)											1			1			1	1	
Silene occidentalis ssp. longistipitata (long-stiped campion)																		1	
Silene salmonacea (Klamath Maountain catchfly)				1															
Silene serpentinicola (serpentine catchfly)			1																
Sisyrinchium logipes (timberland blue-eyed grass)				1															
Streptanthus albidus ssp. peramoenus (most beautiful jewelflower)																		1	
Streptanthus campestris (southern jewelflower)																		1	
Streptanthus cordatus var. piutensis (Piute Mountains jewelflower)														1		1	1	1	
Streptanthus fenestratus (Tehipite Valley jewelflower)												1							
Streptanthus gracilis (alpine jewel-flower)												1	1						
Streptanthus howellii (Howell's jewelflower)									1										
Streptanthus oblaneolatus (Trinity River jewel-flower)				1															
Streptanthus oliganthus (Masonic Mountain jewelflower)			1	1															
Stylocline masonii (Mason's neststraw)									1										
Sulcaria badia (bay hosehair lichen)												1			1		1		
Symphyotrichum defoliatum (San Bernardino aster)		1	1	1															
Tauschia howellii (Howell's tauschia)												1			1	1	1	1	
Tetracoccus dioicus (Parry's tetracoccus)		1		1							1		1						
Thelypodium howellii ssp. howellii (Howell's thelypody)																1			
Thelypteris puberula var. sonorensis (Sonoran maiden fern)					1	1													
Thermopsis californica var. semota (velvety false lupine)															1		1	1	
Thermopsis macrophylla (Santa Ynez false lupine)																1			
Thermopsis robusta (robust false lupine)																	1		
Thysanocarpus rigidus (rigid fringedpod)		1		1															
Tracyina rostrata (beaked tracyina)															1	1		1	
Tricholomopsis fulvescens (tawny tricholomopsis)			1	1															
Trifolium bolanderi (Bolander's clover)		1	1	1															
Trifolium dedeckerae (Dedecker's clover)													1						
Triquetrella californica (coastal triquetrella)									1			1							
Tritelia i1ioides ssp. cookii (Cooks' tritelia)																	1		
Tropidocarpum capparideum (caper-fruited tropidocarpum)																	1		
Viola primulifolia ssp. occidentalis (western bog violet)																	1		

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Sensitive Plant Species by Forest

				1															
2013 Plant List: Number of Sensitive Plant Species	47	24	55	44	48	28	54	31	67	28	39	75	56	46	59	53	94	103	

USDA Forest Service, Pacific Southwest Region

6/30/2013; Updated 9/9/2013

Sensitive Animal Species by Forest

Scientific Name	Common Name	Angeles	Cleveland	Eldorado	Inyo	Klamath	Lassen	Los Padres	Mendocino	Modoc	Plumas	San Bernardino	Sequoia	Shasta-Trinity	Sierra	Six Rivers	Stanislaus	Tahoe	Lake Tahoe Basin
BIRDS (12)																			
<i>Accipiter gentilis</i>	Northern goshawk	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Campylorhynchus brunneicapillus couesi</i>	San Diego cactus wren		X									X							
<i>Centrocercus urophasianus</i>	Greater sage-grouse				X					X									
<i>Coccyzus americanus ssp. occidentalis</i>	Western yellow-billed cuckoo	X	X		X							X	X			X			
<i>Coturnicops noveboracensis</i>	Yellow rail						X							X					
<i>Empidonax traillii</i>	Willow flycatcher			X	X	X	X	X	X		X	X	X	X	X		X	X	X
<i>Grus canadensis tabida</i>	Greater sandhill crane					X	X			X	X							X	
<i>Haliaeetus leucocephalus</i>	Bald eagle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Pelecanus occidentalis</i>	Brown pelican		X					X				X							
<i>Strix nebulosa</i>	Great gray owl			X	X	X	X			X	X		X		X		X	X	X
<i>Strix occidentalis occidentalis</i>	California spotted owl	X	X	X	X		X	X		X	X	X	X		X		X	X	X
<i>Vireo vicinior</i>	Gray vireo	X	X									X							
MAMMALS (13)																			
<i>Antrozous pallidus</i>	Pallid bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Brachylagus idahoensis</i>	Pygmy rabbit				X					X									
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Glaucomys sabrinus californicus</i>	San Bernardino Northern Flying squirrel											X							
<i>Gulo gulo luscus</i>	North American wolverine			X	X	X	X		X	X	X		X	X	X	X	X	X	X
<i>Martes americana</i>	American marten			X	X	X	X		X	X	X		X	X	X	X	X	X	X
<i>Martes pennanti</i>	pacific fisher			X	X	X	X		X		X		X	X	X	X	X	X	
<i>Myotis thysanodes</i>	Fringed myotis	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Ovis canadensis nelsoni</i>	San Gabriel Mountains bighorn sheep	X										X							
<i>Perognathus alticola alticola</i>	White-eared pocket mouse											X							
<i>Perognathus alticola inexpectatus</i>	Tehachapi pocket mouse	X						X											
<i>Tamias speciosus callipeplus</i>	Mount Pinos lodgepole chipmunk							X											
<i>Vulpes vulpes necator</i>	Sierra Nevada red fox				?		X										X		
AMPHIBIANS (21)																			
<i>Anaxyrus canorus</i>	Yosemite toad			X	X										X		X		
<i>Batrachoseps bramei</i>	Fairview slender salamander												X						
<i>Batrachoseps campi</i>	Inyo Mountain salamander				X														
<i>Batrachoseps gabrieli</i>	San Gabriel Mountains slender salamander	X										X							
<i>Batrachoseps incognitus</i>	San Simeon slender salamander							X											
<i>Batrachoseps minor</i>	Lesser slender salamander							X											
<i>Batrachoseps regius</i>	Kings River slender salamander														X				

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<i>Batrachoseps relictus</i>	Relictual slender salamander												X						
<i>Batrachoseps simatus</i>	Kern Canyon slender salamander												X						
<i>Bufo exsul</i>	Black toad				X														
<i>Ensatina eschscholtzii croceater</i>	Yellow-blotched salamander	X						X					X						
<i>Ensatina eschscholtzii klauberi</i>	Large-blotched salamander		X									X							
<i>Hydromantes brunus</i>	Limestone salamander														X		X		
<i>Hydromantes shastae</i>	Shasta salamander													X					
<i>Plethodon stormi</i>	Siskiyou Mountain salamander					X													
<i>Rana aurora aurora</i>	Northern red-legged frog													X		X			
<i>Rana boylei</i>	Foothill yellow-legged frog			X		X	X	X	X		X		X	X	X	X	X	X	
<i>Rana cascadae</i>	Cascade frog					X	X							X					
<i>Rana muscosa</i>	Mountain yellow-legged frog: Southern Sierra DP S				X								X						
<i>Rana sierrae</i>	Sierra Nevada yellow-legged frog			X	X		X				X				X		X	X	X
<i>Rhyacotriton variegatus</i>	Southern torrent salamander					X								X		X			
REPTILES (12)																			
<i>Actinemys marmorata</i>	Western pond turtle	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	
<i>Anniella pulchra</i>	California legless lizard	X	X					X				X	X						
<i>Charina bottae umbratica</i>	Southern rubber boa											X							
<i>Charina trivirgata roseofusca</i>	Coastal rosy boa or 3-lined boa	X	X									X							
<i>Cnemidophorus hyperythrus</i>	Orange-throated whiptail		X									X							
<i>Crotalus ruber ruber</i>	Red diamond rattlesnake		X									X							
<i>Diadophis punctatus modestus</i>	San Bernardino ringneck snake	X						X				X							
<i>Diadophis punctatus similis</i>	San Diego ringneck snake		X									X							
<i>Elgaria panamintina</i>	Panamint alligator lizard				X														
<i>Lampropeltis zonata parvirubra</i>	San Bernardino Mountain kingsnake	X										X							
<i>Lampropeltis zonata pulchra</i>	San Diego Mountain kingsnake		X																
<i>Thamnophis hammondi</i>	Two-striped garter snake	X	X					X				X							
INVERTEBRATES, TERRESTRIAL (24)																			
<i>Bombus occidentalis</i>	Western bumble bee			X		X	X			X	X			X		X		X	X
<i>Danaus plexippus</i>	Monarch butterfly							X											
<i>Euphilotes baueri vernalis</i>	Coxey Meadow (Vernal blue) butterfly											X							
<i>Euphilotes enoptes cryptorufes</i>	Pratt's blue butterfly											X							
<i>Euphilotes enoptes Dammersi</i>	Dammer's blue butterfly											X							
<i>Euphydryas editha bingi</i>	Bing's checkerspot butterfly									X									
<i>Euphydryas editha ehrlichii</i>	Ehrlich's checkerspot butterfly											X							
<i>Euphydryas editha karinae</i>	Karin's checkerspot butterfly								X										
<i>Euphydryas editha monoensis</i>	Mono Lake checkerspot butterfly				X														
<i>Glaucopteryx piasus</i> nr. <i>sagittigera</i>	Arrowhead blue butterfly											X							

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<i>Lycaena hermes</i>	Hermes copper butterfly		X																
<i>Incisalia mossii hidakupa</i>	San Gabriel Mountains elfin											X							
<i>Monadenia troglodytes troglodytes</i>	Shasta sideband snail													X					
<i>Monadenia troglodytes ssp. wintu</i>	Wintu sideband snail													X					
<i>Plebejus saepiolus aureolus</i>	San Gabriel Mountains blue butterfly	X										X							
<i>Plebulina emigdionis</i>	San Emigdio blue butterfly	X			X							X							
<i>Polites mardon</i>	Mardon skipper															X			
<i>Rothelix warnerfontis</i>	Warner Spring shoulderband snail		X																
<i>Speyeria egleis tehachapina</i>	Tehachapi fritillary butterfly												X						
<i>Speyeria nokomis apacheana</i>	Apache silverspot butterfly				X														
<i>Trilobopsis roperi</i>	Shasta chaparral snail													X					
<i>Trilobopsis tehamana</i>	Tehama chaparral snail					X								X					
<i>Vespericola pressleyi</i>	Big Bar hesperian snail													X					
<i>Vespericola shasta</i>	Shasta hesperian snail						X							X					
INVERTEBRATES, AQUATIC - Mollusks (13)																			
<i>Anodonta californiensis</i>	California floater (freshwater mussel)						X			X				X		X		X	
<i>Fluminicola seminalis</i>	Nugget pebblesnail						X							X					
<i>Helisoma newberryi</i>	Great Basin rams-horn (snail)						X											X	X
<i>Juga acutiflosa</i>	Topaz juga (snail)						X			X									
<i>Juga chacei</i>	Chace juga (snail)															X			
<i>Juga nigrina</i>	Black juga (snail)						X			X				X				X	
<i>Juga (Calibasis) occata</i>	Scalloped juga (snail)						X							X					
<i>Lanx patelloides</i>	Kneecap lanx (limpet)						X							X					
<i>Pisidium (Cyclocalyx) ultramontanum</i>	Montane peaclam						X							X					
<i>Pristinicola hemphilli</i>	Pristine springsnail															X			
<i>Pyrgulopsis lasseni</i>	Willow Creek pyrg (springsnail)									X									
<i>Pyrgulopsis owensensis</i>	Owen's Valley springsnail				X														
<i>Pyrgulopsis wongi</i>	Wong's springsnail				X														
FISHES (22)																			
<i>Catostomus occidentalis lacusanserinus</i>	Goose Lake sucker									X									
<i>Gila bicolor pectinifer</i>	Lahontan Lake tui chub																	X	X
<i>Gila bicolor thalassina</i>	Goose Lake tui chub									X									
<i>Gila orcutti</i>	Arroyo chub	X	X					X				X							
<i>Lampetra hubbsi</i>	Kern brook lamprey												X		X				
<i>Lampetra richardsoni</i>	Western brook lamprey					X			X							X			
<i>Lampetra similis</i>	Klamath River lamprey					X													
<i>Lampetra tridentata ssp.</i>	Goose Lake lamprey									X									
<i>Lampetra tridentatus</i>	Pacific lamprey			X		X	X	X	X	X				X		X			

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<i>Lavinia exilicauda chi</i>	Clear Lake hitch								X										
<i>Mylopharodon conocephalus</i>	Hardhead			X			X		X	X	X		X	X	X		X	X	
<i>Oncorhynchus clarkii clarkii</i>	Coastal run cutthroat trout															X			
<i>Oncorhynchus mykiss</i>	Steelhead - Klamath Mountains Province ESU					X								X		X			
<i>Oncorhynchus mykiss aguabonita</i>	California golden trout				X								X						
<i>Oncorhynchus mykiss aquilarum</i> (pop 5)	Eagle Lake rainbow trout						X												
<i>Oncorhynchus mykiss gilberti</i>	Kern River rainbow trout												X						
<i>Oncorhynchus mykiss</i> pop 4	Warner Valley redband trout									X									
<i>Oncorhynchus mykiss</i> pop 6	Goose Lake redband trout						X			X									
<i>Oncorhynchus mykiss</i> pop 7	McCloud River redband trout													X					
<i>Oncorhynchus tshawytscha</i>	Upper Klamath-Trinity chinook ESU					X								X		X			
<i>Oncorhynchus tshawytscha</i> ssp.	SONCC Chinook salmon															X			
<i>Rhinichthys osculus</i> ssp 8	Santa Ana speckled dace	X	X									X							
R5 Total Sensitive Animals = 124	Total # Sensitive Animals per Forest	22	22	18	27	23	32	21	16	26	17	36	25	34	19	24	18	21	14
		ANG	CLE	ELD	INY	KNF	LAS	LP	MEN	MOD	PLU	SB	SEQ	S-T	SIE	6R	STAN	TAH	LTB

Appendix C. Regional Species Evaluation Table



Common Name	Scientific Name	Status	Habitat and Life History	Habitat Present/ Absent (P/A)	Rational
Amphibians					
Cascades frog	<i>Rana cascadae</i>	SCE, SSC, USFS-S	Typically found near water at higher elevations. Rarely found below 2,000 ft. Occurs in areas covered by winter snow, hibernating throughout winter buried in mud under several feet of water or in saturated areas around ponds. Inhabits wet mountain areas in open coniferous forests to near timberline, including small streams, small pools in meadows, lakes, bogs, ponds, and marshy areas near streams.	A	Absent: The BSA is outside the known range of this species. This species was not observed in the streams. The project would have no take of Cascades frogs.
Foothill yellow-legged frog	<i>Rana boylei</i>	SSC, USFS-S	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	P	Absent: The Scott and Klamath Rivers provide suitable aquatic breeding habitat. This species was not observed in these streams during amphibian surveys. The project would have no substantial impacts on foothill yellow-legged frog.
Coastal tailed frog	<i>Ascaphus truei</i>	SSC	Occurs in montane hardwood-conifer, redwood, Douglas-fir & ponderosa pine habitats. Restricted to perennial montane streams. Tadpoles require water below 15 degrees C.	A	Absent: The project is within the range of this frog. The Scott River does not provide suitable aquatic habitat as they prefer specialized, rocky and often fishless fast flowing mountain creeks. This species was not observed in the Scott River during frog surveys. The project would have no substantial impacts on coastal tailed frog.

Scott Bar salamander	<i>Plethodon asupak</i>	ST	Found in a very small area of the Siskiyou Mountains in extreme northern Siskiyou county near the confluence of the Klamath and Scott Rivers. Associated with rocky forested areas, especially thick moss-covered talus. The elevation of the known range is approx. 1500 - 2000 ft.	P	Unlikely: Marginal suitable habitat is present in the rock outcrops within the ESL. This salamander was not observed during the protocol-level surveys in the ESL. The project would have no take of Scott Bar salamander.
Siskiyou Mountains salamander	<i>Plethodon stormi</i>	ST, USFS S, S&M	Mixed conifer habitat of dense, pole-to-mature size, trees. Active above ground only during spring and fall rains. Found under loose rock rubble at the base of talus slopes or under surface objects.	P	Absent: The BSA is outside the known range of this salamander. This species was not observed in the ESL during protocol-level salamander surveys. The project would have no take of Siskiyou Mountains salamander.
Southern torrent salamander	<i>Rhyacotriton variegatus</i>	SSC, USFS-S	Coastal redwood, Douglas-fir, mixed conifer, montane riparian, and montane hardwood-conifer habitats. Old growth forest. Cold, well-shaded, permanent streams and seepages, or within splash zone or on moss-covered rocks within trickling water.	A	Absent: The ESL is outside of the known range of this salamander. This species was not observed in the Scott River. The project would have no substantial impact on Southern torrent salamander.

Van Dyke's Salamander	<i>Plethodon Vandykei</i>	S&M	Terrestrial through all life stages. Primarily associated with streambanks, seeps, and saturated rock faces. Incidental occurrences are known from woody debris or rock accumulations in upslope forests, in cave entrances and along lake shores. Associated with old-growth closed canopy forest.	A	Absent: The BSA is outside the known range of this species. This species was not observed in the ESL. The project would have no substantial impact on Van Dyke's salamander.
Birds					
Bald eagle	<i>Haliaeetus leucocephalus</i>	FDL, SE, CDFW FP, USFS-S	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	P	Present: Bald eagles were observed in the BSA multiple times flying over Scott River or perching in a tree. No bald eagle nests were observed in the BSA. No suitable nesting trees would be removed. The Scott and Klamath Rivers provides suitable foraging habitat. The project would have no take of bald eagle.
California condor	<i>Gymnogyps californianus</i>	FE, SE, CDFW-FP (experimental population, non-essential)	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Nests 10-50 miles inland from the ocean. Nests in remote, steep rocky cliffs, crevices, or rocky ledges. In redwoods they may nest in large tree cavities.	A	Absent: The project does not provide suitable nesting habitat. No nests were observed. No condors were observed. The project would have no effects on California condor.
Golden eagle	<i>Aquila chrysaetos</i>	CDFW-FP	Inhabit a variety of habitats including forests, canyons, shrub lands, grasslands, and oak woodlands. Breeds from late January through August and produces 1-3 eggs. Nests are constructed on platforms on steep cliffs or in large trees. The main prey species are rabbits, hares and rodents; but eagles will also take other mammals, birds, and reptiles.	P	Unlikely: The forest and mixed oak woodland provides suitable nesting habitat. No nests were observed within the BSA during the breeding season. No golden eagles were observed. No potential nesting habitat would be impacted. The project would have no take of golden eagle.

Great gray owl	<i>Strix nebulosa</i>	SE, USFS-S	Resident of mixed conifer or red fir forest habitat, in or on edge of meadows. Requires large diameter snags in a forest with high canopy closure, which provide a cool sub-canopy microclimate.	P	Absent: The BSA is outside the current known breeding range of this species. The project would have no take of great gray owl.
Greater sandhill crane	<i>Antigone canadensis tabida</i>	ST, USFS-S, CDFW - FP	Nests in wetland habitats in northeastern California; winters in the Central Valley. Prefers grain fields within 4 miles of a shallow body of water used as a communal roost site; irrigated pasture used as loafing sites.	A	Absent: The BSA is outside the known breeding range of this species. The project would have no effects on this species.
Northern goshawk (NOGO)	<i>Astur atricapillus</i>	SSC, USFS-S	Within, and in vicinity of, coniferous forest. Uses old nests, and maintains alternate sites. Usually nests on north slopes, near water. Red fir, lodgepole pine, Jeffrey pine, and aspens are typical nest trees.	P	Unlikely: The BSA provides marginally suitable nesting and foraging habitat. This species was not observed nesting in the BSA. No suitable nesting trees will be removed. Due to the lack of suitable nesting trees in the BSA, noise associated with construction is not anticipated to impact this species. The project would have no substantial impacts on Northern goshawk.
Northern spotted owl (NSO)	<i>Strix occidentalis caurina</i>	FT, ST	Old-growth forests or mixed stands of old-growth and mature trees. Occasionally in younger forests with patches of big trees. High, multistory canopy dominated by big trees, many trees with cavities or broken tops, woody debris, and space under canopy.	P, CH	Unlikely: Unlikely: The BSA does not provide suitable nesting habitat. Marginal dispersal habitat is present in the BSA. Noise associated with construction would not reach potential nesting habitat. No large tree removal is anticipated. The project would have no effect on Northern spotted owl. The project would have no take of NSO.

Olive-sided flycatcher	<i>Contopus cooperi</i>	SSC	found in forests of spruce, fir, Douglas-fir, hemlock, western redcedar, and tamarack or larch. use openings or edges in the forest and are rarely found in deep, closed forest—look for them in meadows, rivers and streams, partially logged areas, recent burns, beaver ponds, bogs, and muskegs. These areas often have dead or dying trees	P	Unlikely: The BSA provides suitable nesting habitat. This species was not observed. The project would have minimal tree removal and would occur outside the nesting season. There would be no substantial impacts on olive-sided flycatcher.
Osprey	<i>Pandion haliaetus</i>	WL	Nest near ocean shore, bays, freshwater lakes, and larger streams. Must be within 15 miles of a good fish producing body of water. Riparian forest.	P	Present: A pair of osprey were observed in the BSA. It is assumed they are nesting either upstream of the Scott River bridge or on the northern side of the Klamath River. Noise and visual disturbances may temporarily impact this species if nesting within the BSA.
Purple martin	<i>Progne subis</i>	SSC	Breed in woodpecker holes in mountain forests.	P	Unlikely: The BSA is in the known breeding range of this species. Woodpecker cavities were observed in trees within the BSA; however, this species was not observed. Minimal tree removal would occur outside the nesting season. The project would have no substantial impacts on purple martin.
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	FT, SE, USFS-S	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willows, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	A	Absent: The BSA is outside the known breeding range of this species. The project would have no effects on this species.

willow flycatcher	<i>Empidonax traillii</i>	SE, USFS-S	Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters; 0-8000 ft elevation. Requires dense wouldow thickets or other shrubs near standing or running water for nesting/roosting. In winter, they use shrubby clearings, pastures, and woodland edges often near water	P	Absent: The BSA is outside the known breeding range of this species. Willow thickets are present along the Scott River. This species was not observed. Tree removal would occur outside the nesting season. Minimal riparian habitat would be impacted. The project would have no take of willow flycatcher.
yellow breasted chat	<i>Icteria virens</i>	SSC	Breeds in areas of dense shrubbery, including abandoned farm fields, clearcuts, powerline corridors, fencerows, forest edges and openings, swamps, and edges of streams and ponds.	P	Present: This species was observed in the ESL. Riparian along the Scott River may provide suitable breeding and foraging habitat. Tree removal would occur outside the nesting season. Minimal riparian habitat would be impacted. The project may have impacts on yellow breasted chat.
Crustaceans					
Conservancy fairy shrimp	<i>Branchinecta conservatio</i>	FE	Endemic to the grasslands of the northern two-thirds of the Central Valley; found in large, turbid pools. Inhabit astatic pools located in swales formed by old, braided alluvium; filled by winter/spring rains, last until June.	A	Absent: The BSA is outside the known range of this species. Vernal pools are not present in the BSA. The project would have no effects on conservancy fairy shrimp.

Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	FT	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	A	Absent: The BSA is outside the known range of this species. Vernal pools are not present in the BSA. The project would have no effects on vernal pool fairy shrimp.
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	FE	Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass-bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	A	Absent: The BSA is outside the known range of this species. Vernal pools are not present in the BSA. The project would have no effects on vernal pool tadpole shrimp.
Fish					
Coho salmon - southern Oregon / northern California Coast (SONCC) Evolutionary Significant Unit (ESU)	<i>Oncorhynchus kisutch</i> pop. 2	FT, ST	Typically inhabit small coastal streams, as well as larger rivers, such as the Klamath River system, where they are currently found as far upstream as Iron Gate Dam and the Shasta River. Coho Salmon in northern California coastal streams are typically associated with low gradient reaches of tributary streams, which provide suitable spawning areas and good juvenile rearing habitat.	P, CH	Present: The Scott and Klamath Rivers provide suitable aquatic habitat for coho salmon. The project may affect, is likely to adversely affect SONCC coho salmon. The project may have "take" of SONCC coho salmon.
Chinook salmon - Upper Klamath and Trinity Rivers (UKTR) ESU (fall-run)	<i>Oncorhynchus tshawytscha</i> pop. 30	FC, SSC, USFS-S	Fall-run and spring-run Chinook salmon are both part of this ESU. Adult UKTR fall-run Chinook salmon enter the Klamath estuary from early July through September (Moyle 2002).	P, CH	Present: The Scott and Klamath Rivers provide suitable aquatic habitat for UKTR chinook salmon. The project may have impacts on UKTR chinook salmon (fall-run).

Klamath largescale sucker	<i>Catostomus snyderi</i>	SSC	Native to the Klamath River and Lost River-Clear Lake systems of Oregon and California. In California they are or have been found mainly in the Lost River drainage and in the Klamath River above Iron Gate Reservoir. Individuals may be present in the Lower Klamath River.	P	Absent: This species possibly occurs in the Klamath River upstream of Iron Gate Dam; however, there is no evidence of populations in this reach. This species is not well documented and it is assumed that this species is not present in the Scott River. The project would have no effects on the Klamath largescale sucker.
Klamath River lamprey	<i>Entosphenus similis</i>	SSC, USFS-S	Oregon and California. In California they are or have been found mainly in the Lost River drainage.	P	Assumed Present: The Scott and Klamath River provide suitable aquatic habitat. The project may temporarily impact Klamath River lamprey.
Lost River sucker	<i>Deltistes luxatus</i>	FE, SE, CDFW-FP	This fish is endemic to the Upper Klamath Basin straddling the border between southern Oregon and northern California. Its distribution included Upper Klamath Lake, its tributaries, and most of the creeks that drain into it, as well as the Lost River, Tule Lake, Lower Klamath Lake, Sheepy Lake, and Clear Lake. Spawning occurs in March, April, and May.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on Lost River sucker.
Lower Klamath marbled sculpin	<i>Cottus klamathensis polyporus</i>	SSC	Klamath River drainage from Iron Gate Dam downstream to the mouth of the Trinity River.	P	Assumed Present: The Scott and Klamath River provide suitable aquatic habitat. The project may temporarily impact Lower Klamath marbled sculpin.
Pacific lamprey	<i>Entosphenus tridentatus</i>	SSC, USFS-S	Found in Pacific Coast streams north of San Luis Obispo County, however regular runs in Santa Clara River. Size of runs is declining. Swift-current gravel-bottomed areas for spawning with water temps between 12-18 C. Ammocoetes need soft sand or mud.	P	Present: Pacific lamprey was observed in the Scott River under the bridge on October 9, 2023. The project may temporarily impact Pacific lamprey.

Pit-Klamath brook lamprey	<i>Entosphenus lethophagus</i>	SSC	In California it is found only in the Pit River system. Low-gradient reaches of clear, cool rivers and streams with sand-mud bottoms or edges.	A	Absent: The project is outside the known distribution range of this species. The project would have no impacts on Pit-Klamath brook lamprey.
Shortnose sucker	<i>Chasmistes brevirostris</i>	FE, SE, CDFW-FP	Native to the Klamath and Lost river systems in California and Oregon. Spend most of year in open waters of large lakes. They feed on plankton. Spawn in tributary streams.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on this species.
Klamath Mountains Province DPS steelhead trout - Summer run	<i>Oncorhynchus mykiss irideus pop. 1</i>	SSC, USFS-S	No. Calif coastal streams south to Middle Fork Eel River. Within range of Klamath Mtns province DPS & No. Calif DPS. Cool, swift, shallow water & clean loose gravel for spawning, & suitably large pools in which to spend the summer.	P	Assumed Present: The Scott and Klamath Rivers provide suitable aquatic habitat. The project may temporarily impact this species during relocation prior to in-stream work.
Western brook lamprey	<i>Lampetra richardsoni</i>	SSC, USFS-S	Clear cold water in little disturbed watersheds as well clean gravel near cover for spawning. Additionally, they need habitats with slow moving water and fine sediments for rearing. Spawning occurs from March to July where 1,100 to 5,500 eggs are laid per adult female. They burrow into the stream substrate where they remain dormant through the winter months.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on this species.
Insects					

Franklin's bumble bee	<i>Bombus franklini</i>	FE, SCE	Species has precipitously declined since 1998; found only in southern Oregon/northern California between the coast and Sierra-Cascade ranges.	P	Unlikely: The project is within the historic range of this species. No ground nests were observed in the ESL. This species was not observed in the project. The project would have no effect on Franklin's bumblebee.
Western bumble bee	<i>Bombus occidentalis</i>	SCE, USFS-S	Largely confined to high-elevation sites and areas east of the Cascade Crest. Require suitable nesting sites, overwintering sites for the queens, and nectar and pollen resources throughout the spring, summer, and fall. Select food plant genera: <i>Melilotus</i> , <i>Cirsium</i> , <i>Trifolium</i> , <i>Centaurea</i> , <i>Chrysothamnus</i> , and <i>Eriogonum</i> . Nests underground in cavities or random burrows left behind by rodents.	P	Unlikely: The project is within the historic range of this species. No ground nests were observed in the ESL. This species was not observed in the project. The project would have no take of Western bumblebee.
Monarch butterfly	<i>Danaus plexippus</i>	FPT, CDFW-SSC	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.	P	Unlikely: <5 showy milkweed plants are present within the ESL along the Scott River. No monarchs were observed on the milkweed or in the BSA. Impacts on milkweed may occur. The project would have no effect on monarch butterfly.
Suckley's cuckoo bumble bee	<i>Bombus suckleyi</i>	FPE, SCE	Pacific coast from Alaska to far northern California, east to Nebraska.	P	Unlikely: The project is within the historic range of this species. No ground nests were observed in the ESL. This species was not observed in the project. The project would have no effect on Suckley's cuckoo bumblebee.

Mammals

California wolverine	<i>Gulo gulo</i>	FT, ST, USFS-S	Found in the north coast mountains and the Sierra Nevada. Found in a wide variety of high elevation habitats. Uses caves, logs, burrows for cover and den area. Hunts in more open areas. Can travel long distances. In north coastal areas, has been observed in Douglas-fir and mixed conifer habitats, and probably uses red fir, lodgepole, wet meadow, and montane riparian habitats. Most sightings in this region range from 1600-4800 ft.	A	Absent: The project is outside the known range of this species. The project is outside the preferred higher elevation range that provides extended snow cover. There is no suitable denning habitat within the ESL. The project would have no effects on wolverine.
California myotis	<i>Myotis californicus</i>	None	Crevice-roosting species. Suitable crevices may be found in buildings, under bark, and in caves and mines. Open spots, especially in human-made structures, are used as night roosts. The California myotis roosts or hibernates in small groups, or singly.	P	Present: This species was observed day and night roosting in the Scott River bridge. The project would have impacts on California myotis.
Fisher - West Coast DPS	<i>Pekania pennanti</i>	SSC, USFS-S	Intermediate to large-tree stages of coniferous forests and deciduous-riparian areas with high percent canopy closure. Uses cavities, snags, logs and rocky areas for cover and denning. Needs large areas of mature, dense forest.	P	Unlikely: The project is within the range of this species. The ESL does not contain suitable denning trees or habitat. The project would have no substantial impacts on fishers.
Fringed myotis	<i>Myotis thysanodes</i>	USFS-S	In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood & hardwood-conifer. Uses caves, mines, buildings or crevices for maternity colonies and roosts.	P	Absent: This species was not identified during the bat surveys. The project would have no substantial impacts on fringed myotis.

Gray wolf	<i>Canis lupus</i>	FE, SE	Habitat generalists, historically occupying diverse habitats including tundra, forests, grasslands, and deserts. Primary habitat requirements are the presence of adequate ungulate prey, water, and low human contact.	P	Absent: The current individual wolves and packs in California have not been recorded this far west in Siskiyou County. This species has a large range and is not likely to be present in the BSA. No suitable denning habitat or evidence of denning was observed in the ESL. The project would not impact potential suitable denning habitat. The project would have no effects on gray wolf.
Humboldt marten	<i>Martes caurina humboldtensis</i>	FT, SE, USFS-S, CDFW-SSC	Needs variety of different-aged stands, particularly old-growth conifers and snags which provide cavities for dens/nests.	P	Absent: The project is outside the current known range of this species. The ESL does not contain suitable denning habitat. The project would have no effect on Humboldt marten.
Little brown bat	<i>Myotis lucifugus</i>	None	Day and night roosts are used by active bats and include, but are not limited to, buildings, trees, under rocks, and in piles of wood. Day roosts have very little or no light, provide good shelter, and typically have southwestern exposures to provide heat for arousal from daily torpor.	P	Present: This species was observed day and night roosting in the Scott River bridge. The project would have impacts on little brown bat.
Mexican free-tailed bat	<i>Tadarida brasiliensis</i>	None	Live in a variety of habitats, including caves, abandoned mines, bridges, culverts, and bat houses. Forages mainly on moths and mosquitoes. Emerge at sunset in columns. Young left in large group. Each mother gives birth to one pup which she finds and nurses among the many young. Able to fly at about 5 weeks.	P	Present: This species was observed day and night roosting in the Scott River bridge. The project would have impacts on Mexican free-tailed bats.

Northern California ringtail	<i>Bassariscus astutus raptor</i>	CDFW FP	Lives in brush stands of most forest and shrub habitats. Nests in rock recesses, hollow trees, logs, snags, abandoned burrows or woodrat nests.	P	Assumed Present: The project is within the range of this species. The riparian, rock outcrops and forest habitats provide suitable foraging and denning habitat. No dens were observed in the ESL. The project would have no impact on ringtail.
Pallid bat	<i>Antrozous pallidus</i>	SSC, USFS-S	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	P	Absent: The Scott River bridge contains maternal, day and night roosting bats. This species was not observed during bat surveys. The project would have no substantial impacts on pallid bats.
Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	SSC, USFS-S	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	P	Absent: This species was not identified during the bat surveys. The project would have no substantial impacts on Townsend's big eared bats.
Yuma myotis	<i>Myotis yumanensis</i>	BLM-S	Roosts in buildings, mines, caves, or crevices. Also roosts in abandoned swallow nests and under bridges. Optimal habitats are open forests and woodlands with sources of water over which to feed. Dalquest (1947) reported that the season of births lasted from late May to mid-June with a peak in early June. It is likely that some young are born in July in some areas. A single litter of 1 young a year.	P	Absent: This species was not observed day or night roosting in the Scott River bridge. The project would have no impacts on yuma myotis.
Mollusks					

Blue-gray tailedropper slug	<i>Prophysaon coeruleum</i>	S&M	Moist conifer forests, floor litter in association with Douglas-fir logs and other woody debris. Requires old-growth attributes, coarse woody debris and relatively thick layers of litter and duff. Found in conifer stands with a strong hardwood component. Often found on shaded ground, covered by fairly deep, moist layers of litter and duff. Sites in Klamath/Siskiyou province occurred in less dense canopy cover than more northern prov.	P	Absent: This species was not observed in the ESL during protocol-level mollusk surveys. The project would have no substantial impact on blue-gray tailedropper slug.
Canary duskysnail	<i>Lyogyrus N. sp. 3</i>	None	Associated with springs and spring runs. Substrate material range in size from mud, silt, sand to gravel, cobble, and boulders. Crenophile known to occur in one very large, cold spring complex tributary to the Pit River, and in a spring fed portion of the mainstem of the Pit River. Found only in shaded areas on the undersides of cobbles and boulders, and they appear to be photophobic. It is probably a perolithon grazer.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on canary duskysnail.
Disjunct pebblesnail	<i>Flumnicola N. sp. 17</i>	S&M	Lower parts of larger cold springs, on Rorippa and large substrate particles. May be associated with other endemic Flumnicola spp. Probably a narrow endemic, restricted to the upper part of the Sacramento River drainage in Shasta Co., CA	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on disjunct perbblesnail.
Flat-top pebblesnail	<i>Flumnicola N. sp. 15</i>	S&M	Confined to small cold springs and spring sources; substrate ranges fro sand to gravel. A perolithon grazer associated with other Flumnicola and Juga (O.) n. sp.3. Distribution upper Sacramento drainage in Shasta County and Whiskeytown-Shasta-Trinity National Recreation Area.	A	Absent: The project is outside the known distribution range of this species. The project would have no substantial impact on flat-top pebblesnail.

Fredenburg pebblesnail	<i>Flumnicola N. SP. 11</i>	S&M	Generally associated with springs and spring runs. Substrate material range in size from mud, silt, sand to gravel, cobble, and boulders. Narrowly endemic species is only known from Fredenburg Spring, a tributary to the middle Klamath drainage. The site has beds of monkey flower and water cress. It is a crenocole and probably a perolithon grazer.	A	Absent: The project is outside the known distribution range of this species. The project would have no substantial impact on fredenburg pebblesnail.
Globular pebblesnail	<i>Flumnicola N. SP. 18</i>	S&M	Small cold springs and runs, on sides and undersides of stones and wood in shaded areas. Distribution upper portions of the Sacramento and Pit River drainages in Shasta County.	A	Absent: The project is outside the known distribution range of this species. The project would have no substantial impact on globular pebblesnail.
Highcap lanx	<i>Lanx alta</i>	S&M	Occurs in portions of the mainstem Klamath River and possibly large tributaries to Upper Klamath Lake, Trinity River & Smith River.	P	Assumed Present: The Scott and Klamath Rivers contain suitable aquatic habitat. This species may have been found in the ESL but identification needs to be confirmed. The project may impact highcap lanx.
Hooded lancetooth	<i>Ancotrema voyanum</i>	S&M	Occurs mostly in the Shasta-Trinity National forests in the northern half of Trinity County. Associated with limestone substrates, mostly in an elevation range of 168-960 meters. All known occurrences are near streams or in draws (intermittent stream channel). Needs permanent dampness. Late successional conditions provide suitable habitat conditions.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on hooded lancetooth.

Cinnamon juga	Juga (O) N. sp. 3	S&M	This river snail has a near-black, cinnamon-red shell and is known from only four to eight sites in the Shasta Springs complex in the upper Sacramento River drainage in Siskiyou County.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on cinnamon juga.
Klamath rim pebblesnail	<i>Flumnicola N. sp. 3</i>	S&M	Generally associated with springs and spring runs. Substrate material range in size from mud, silt, sand to gravel, cobble, and boulders. Occurs only in shaded areas and maybe photophobic. Only occurs in small, cold spring runs, in very shallow water with gravel-cobble substrate. No macrophytes present.	A	Absent: The Scott River does not provide the suitable micro-habitat. This species was not observed. The project would have no effects on Klamath rim pebblesnail.
Nugget pebblesnail	<i>Flumnicola Seminalis</i>	S&M	Large creeks and rivers; prefers well-oxygenated streams and stable gravel-boulder substrates, regardless of stream size. Generally at low elevations. Distribution Pit River system in Shasta County. Appears to be extirpated in the upper Sacramento River.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on this species.
Potem pebblesnail	<i>Flumnicola N. SP. 14</i>	S&M	Occurs on muddy-silty substrate in small cold springs and spring runs. Sites are often shaded; the species appears to graze on partly decayed deciduous leaves. Distribution Upper Sacramento River and Pit River tributaries in Shasta County CA.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on potem pebblesnail.
Shasta pebblesnail	<i>Flumnicola N. sp. 16</i>	S&M, USFS-S	Generally occurs in lower portions of larger cold springs, among Rorippa beds and on cobbles and pebbles. May be associated with other endemic Flumnicola spp. Or with Juga (o.) n. sp. 3.	A	Absent: The project is outside the known distribution range of this species. The project would have no effects on Shasta pebblesnail.

Tehama chaparral	<i>Trilobopsis tehamana</i>	USFS-S	Endemic to Butte, Tehama, and Siskiyou counties. Usually found in rocky talus, but has also been found under leaf litter or woody debris within 100 meters of limestone outcrops.	P	Unlikely: This species was not observed during the snail surveys. Other species of land snails were observed in the ESL. The project would have no substantial impacts on Tehama chaparral.
Western pearlshell	<i>Margaritifera falcata</i>	S&M	Aquatic. Prefers lower velocity waters.	P	Assumed Present: The Scott River provides suitable aquatic habitat. Mussels were observed alive and dead in and along the Scott River within the ESL. The project may impact western pearlshell.
Western ridged mussel	<i>Gonidea angulata</i>	S&M	Primarily constant flowing, low velocity, shallow (<3 m in depth) creeks & rivers & less often lakes with substrates that vary from gravel to firm mud, and include at least some sand, silt or clay. In northern California hardhead, pit sculpin, tule perch, pit roach, and the non-native black crappie may serve as fish hosts.	P	Assumed Present: The Scott River provides suitable aquatic habitat. Mussels were observed alive and dead in and along the Scott River within the ESL. The project may impact western ridged mussel.

Reptiles

Northwestern pond turtle	<i>Actinemys marmorata</i>	FPT, SSC, USFS-S	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	P	Present: The Scott and Klamath Rivers provides suitable aquatic habitat. The surrounding uplands provide suitable wintering and nesting habitat. Multiple turtles were observed in the Klamath River. Avoidance and minimization efforts would be implemented to reduce impacts. The project may have temporary impacts on Northwestern pond turtles. The project may affect, but is not likely to adversely affect Northwestern pond turtles.

Sensitive Habitat

Riparain				P	Present: The Scott and Klamath Rivers are bordered by riparian habitat. The project would have temporary and permanent riparian impacts along the Scott River.
Riverine				P	Present: The Scott and Klamath Rivers are present. The project would have temporary and permanent in-stream impacts on the Scott River. Indirect impacts would occur on the Klamath River.
Northern spotted owl (NSO) USFWS Designated Critical Habitat				P	Present: Designated critical habitat for NSO is present within the BSA. The project will have no direct impacts on critical habitat for NSO. The project would have no effect on NSO critical habitat.
Coho salmon - Southern Oregon / Northern California (SONCC) ESU Critical Habitat	<i>Oncorhynchus kisutch</i>			P	Present: Designated critical habitat is present within the BSA. The project may affect, and is likely to adversely affect SONCC coho salmon designated critical habitat.
Chinook salmon - Upper Klamath and Trinity Rivers (UKTR) ESU Essential Fish Habitat (EFH)	<i>Oncorhynchus tshawytscha</i>			P	Present: EFH for UKTR chinook salmon is within the BSA. The project may adversely affect EFH for UKTR Chinook salmon.
Coho salmon - southern Oregon / northern California ESU EFH	<i>Oncorhynchus kisutch</i>			P	Present: EFH for SONCC coho salmon is within the BSA. The project may adversely affect EFH for SONCC coho salmon.
Habitat Absent [A] - no habitat present and no further work needed. Habitat Present [P] -habitat is or may be present. The species may be present. Present - the species or aquatic resource was observed. Assumed Present - Known occurrences in the general area. Suitable habitat but not observed during field surveys. Unlikely – There are nearby occurrences of this species in similar habitat or suitable habitat is present, but this species was not observed in the BSA/ESL or may temporarily be present. Absent – There is no suitable habitat within the ESL. For plants, there may be suitable habitat, but the species was not observed during surveys. Critical Habitat [CH] - project footprint is located within a designated critical habitat unit but does not necessarily mean that appropriate habitat is present.					

Scientific Name Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
Vascular Plants			
<i>Allium siskiyouense</i> <i>Siskiyou onion</i>	-/-/4.3/-	lower montane coniferous forest, upper coniferous forest. 855-2500 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Anemone multifida</i> var. <i>multifida</i> Cut-leaf anemone	-/-/2B.2/-	Subalpine coniferous forest, upper montane coniferous forest, lower montane coniferous forest. Rocky, gravelly. 1700-2750m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Arabis aculeolate</i> <i>Waldo rockcress</i>	-/-/2B.2/-	Broadleaf upland forest, lower montane coniferous forest, upper coniferous forest. 410-1800 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Arabis modesta</i> modest rockcress	-/-/4.3/-	Chaparral. Lower montane coniferous forest. 120-800 m.	Unlikely: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Arabis oregana</i> Oregon rockcress	-/-/4.3/-	Chaparral. Lower montane coniferous forest. 600-1830 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Arnica cernua</i> <i>Serpentine arnica</i>	-/-/4.3/-	Lower montane coniferous forest. Serpentine 500-1920	Absent: The project does not contain serpentine. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Boechera koehleri</i> <i>Koehler's stipitate rockcress</i>	-/-/1B.3/-	Chaparral. Lower montane coniferous forest. 155-1660 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Boechera rollei</i> Rolle's rockcress	-/-/1B.1/-	Upper montane coniferous forest. 1600-1800 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Botrychium crenulatum</i> scalloped moonwort	-/-/2B.2/FSS	Bogs and fens, lower montane coniferous forest, meadows and seeps, freshwater marshes and swamps, upper montane coniferous forest. 1268-3280 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Botrychium lunaria</i> common moonwort	-/-/2B.3/FSS	Meadows and seeps, subalpine coniferous forest, upper montane coniferous forest. 1980-3400 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Botrychium minganense</i> Mingan moonwort	-/-/2B.2/FSS	Mesic. Bogs and fens, lower montane coniferous forest. Edges of meadows and seeps, upper montane coniferous forest. 1455-2180 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Botrychium montanum</i> western goblin	-/-/2B.1/FSS	Mesic. Lower montane coniferous forest. Meadows and seeps. Upper montane coniferous forest. 1465-2180 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Botrychium pinnatum</i> northwestern moonwort	-/-/2B.3/FSS	Mesic. Lower montane coniferous forest. Meadows and seeps, upper montane coniferous forest. 1770-2040 m. July-October	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Botrychium pumicola</i> pumice moonwort	-/-/2B.2/FSS	Volcanic. Alpine boulder and rock field. Subalpine coniferous forest.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Bridgeoporus Nobilissimus</i> Noble Polypore, Fuzzy Pizza, Fuzzy Sandozi	-/-/-/USFS	Found in Olympic Mountains and western Cascade Range from northwest Washington to central western Oregon 330 – 1300 meters. Found on dead noble fir and Pacific silver fir in late-successional old-growth forests.	Absent: The project is outside the known range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Callitropsis nootkatensis</i> Alaska cedar	-/-/4.3/-	Upper montane coniferous forest. 35-1720 m.	Absent: Suitable habitat is not present. This species was not observed. The project will have no effect on this species.
<i>Campanula wilkinsiana</i> Wilkin's harebell	-/-/1B.2/FSS	Meadows and seeps, subalpine coniferous forest. Upper montane coniferous forest. 1270-2600 m. July-September	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Calochortus greenei</i> Greene's mariposa lily	-/-/1B.2/FSS	Volcanic. Cismontane woodland, meadows and seeps, pinyon and juniper woodland, upper montane coniferous forest. 720-780 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Calochortus persistens</i> Siskiyou mariposa lily	-/CR/1B.2/FSS	Rocky and acidic. Lower montane coniferous forest. North Coast coniferous forest. 1000-1860 m. Jun-July	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Carex geyeri</i> Geyer's sedge	-/-/4.2/-	Great basin scrub. Lower montane coniferous forest 1010-1840 m May-August	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Carex halliana</i> Hall's sedge	-/-/2B.3/-	Often pumice, meadows and seeps, subalpine coniferous forest, upper montane coniferous forest. 1770-2060 m. May-June	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Carex hystericina</i> bottlebrush sedge	-/-/2B.1/-	Marshes and swamps (streambanks). 610-915 m. May -June	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Carex praticola</i> meadow sedge	-/-/2B.2/-	Mesic meadows and seeps. 1340-3200 m. May-July	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Carex scabriuscula</i> Siskiyou sedge	-/-/4.3/-	Meadows and seeps, lower coniferous forest, upper montane coniferous forest. May-July 1100-2345 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Chaenactis suffrutescens</i> Shasta chaenactis	-/-/1B.3/FSS	Lower montane coniferous forest, upper montane coniferous forest. Sandy or serpentine soils. 750-2800 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Castilleja schizotricha</i> Splithair Indian paintbrush	-/-/4.3/-	upper montane coniferous forest. 1680-2140 m July-August	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Collomia tracyi</i> Tracy's collomia	-/-/4.3/-	Rocky, sometimes serpentinite. Broadleaf upland forest, lower montane coniferous forest. 500-1370 m. June-July	Absent: Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Cornus canadensis</i> Bunch berry	-/-/2B.2/-	Bogs and fens, meadows and seeps, North Coast coniferous forest. 60-1920 m. May-July	Absent: Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Cypripedium californicum</i> California lady's slipper	-/-/4.2/-	Bogs and fens, meadows and seeps, lower coniferous forest. 30-2750 m. April-August	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Cypripedium fasciculatum</i> clustered lady's slipper	-/-/4.2/FSS	Usually serpentinite seeps and streambanks. Lower montane coniferous forest. North Coast coniferous forest. 100-2435 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Cypripedium montanum</i> mountain lady's slipper	-/-/4.2/FSS	Broadleaf upland forest, cismontane woodland, lower montane coniferous forest, north coast coniferous forest. 185-2225 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Dicentra Formosa ssp. oregana</i> Oregon bleeding heart	-/-/4.2/-	Serpentinite. Lower montane coniferous forest. 425-1485 m.	Absent: Serpentine soils are not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Draba carnosula</i> Mt. Eddy draba	-/-/1B.3/FSS	Serpentinite, rocky. Subalpine coniferous forest. Upper montane coniferous forest. 1935-3000 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Erigeron bloomer var. nudatus</i> Waldo daisy	-/-/2B.3/-	Lower montane coniferous forest. Upper montane coniferous forest. 600-2300 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Epilobium oreganum</i> Oregon fireweed	-/-/1B.2/FSS	Bogs and fens, lower montane coniferous forest, upper montane coniferous forest. In and near springs and bogs; at least sometimes on serpentine. 500-2240 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Epilobium siskiyouense</i> Siskiyou fireweed	-/-/1B.3/-	Subalpine coniferous forest. Upper montane coniferous forest. 1700-2500 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Eriogonum alpinum</i> Trinity buckwheat	-/CE/1B.2/FSS	Serpentinite. Rocky. Alpine boulder and rock fields. Subalpine coniferous forest. Upper montane coniferous forest. 2185-2900 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Eriogonum diclinum</i> Jaynes Canyon buckwheat	-/-/2B.3/-	Serpentinite Upper montane coniferous forest. 1700-2400 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Eriogonum hirtellum</i> Klamath Mountain buckwheat	-/-/1B.3/FSS	Serpentine. Chaparral, lower montane coniferous forest, upper montane coniferous forest. 610-1900 m.	Absent: Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Eriogonum ursinum</i> var. <i>erubescens</i> blushing wild buckwheat	-/-/1B.3/FSS	Rocky, talus, chaparral. Lower montane coniferous forest. 750-1900 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Erythronium oregonum</i> giant fawn lily	-/-/2B.2/-	Sometimes serpentine, rocky, openings. Cismontane woodland, meadows and seeps. 100-1150 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Erythronium hendersonii</i> Henderson's fawn lily	-/-/2B.3/FSS	Lower montane coniferous forest. 300-1600 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Eucephalis vialis</i> wayside aster	-/-/1B.2/FSS	Gravelly. Lower montane coniferous forest. Upper montane coniferous forest. 910-1545 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Frasera umpquaensis</i> Umpqua green-gentian	-/-/2B.2/FSS	Chaparral. Lower montane coniferous forest, meadows and seeps, North Coast coniferous forest. 1555-1900 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Gentiana plurisetosa</i> Klamath gentian	-/-/1B.3/-	Mesic. Lower montane coniferous forest. Meadows and seeps. Upper montane coniferous forest. 1200-1900 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Hemieva ranunculifolia</i> Buttercup-leaf suksforfia	-/-/2B.2/-	Meadows and seeps. Upper montane coniferous forest. 300-1600 m. June-August	Absent: Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Hesperocyparis bakeri</i> Baker's cypress	-/-/4.2/-	Chaparral and lower montane coniferous forest 820-1995 m	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Horkelia hendersonii</i> Henderson's horkelia	-/-/1B.1/FSS	Granitic upper montane coniferous forest. 2000-2300 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Iris tenax</i> ssp. <i>Klamathensis</i> Orleans iris	-/-/4.3/-	Lower montane coniferous forest, often in disturbed areas. 100-1400 m. April-May	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Ivesia pickeringii</i> Pickering's ivesia	-/-/1B.2/FSS	Mesic, clay, usually serpentinite seeps. Lower montane coniferous forest. Meadows and seeps. 800-1510 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Juncus dudleyi</i> Dudley's rush	-/-/2B.3/-	Lower montane coniferous forest (mesic) 455-2000 m	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lewisia cotyledon</i> var. <i>heckneri</i> Heckner's lewisia	-/-/1B.2/-	Lower montane coniferous forest (rocky) 225-2100 m	Absent: This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> Hutchison's lewisia	-/-/3.2/-	Upper montane coniferous forest 765-2365 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lewisia kelloggii</i> ssp. <i>kelloggii</i> Kellogg's lewisia	-/-/3.2/-	Upper montane coniferous forest 1465-2365 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lewisia cotyledon</i> var. <i>howellii</i> Howell's lewisia	-/-/3.2/-	Rocky. Broadleaf upland forest. Chaparral. Cismontane woodland. Lower montane coniferous forest. 150-2010 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lilium paradalinum</i> ssp. <i>wigginsii</i> Wiggin's lily	-/-/4.3/-	Bogs and fens, broadleafed upland forest and lower montane coniferous forest 485-2000 m	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lomatium martindalei</i> Coast Range lomatium	-/-/2B.3/-	Coastal bluff scrub. Lower montane coniferous forest. Meadows and seeps. 240-3000 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Lupinus Lepidus</i> var. <i>ashlandensis</i> Mt. Ashland lupine	-/-/-/FSS	Endemic to Mount Ashland. Above 2072 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Lupinus tracyi</i> Tracy's lupine	-/-/4.3/-	Upper montane coniferous forest. 895-2000 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Mertensia bella</i> <i>Oregon lungwort</i>	-/-/2B.2/-	Meadows and seeps and upper montane coniferous forest 1500-2000 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Mielichhoferia elongata</i> elongate copper moss	-/-/4.3/-	Metamorphic rock, usually acidic, usually vernal mesic, often roadsides, sometimes carbonate. Broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, subalpine coniferous forest. 0-1960 m.	Absent: This species was not observed. The project will have no effect on this species.
<i>Mitellastrum caulescens</i> Leafy-stemmed mitewort	-/-/4.2/-	Broadleafed upland forest, lower montane coniferous forest meadows and seeps, north coast coniferous forest 5-1700 m	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Mimulus evanescens</i> ephemeral monkeyflower	-/-/1B.2/FSS	Gravelly or rocky, vernal, mesic. Great Basin scrub, lower montane coniferous forest. Pinyon and juniper woodlands. 1250-1740 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Minuartia stolonifera</i> Scott Mountain sandwort	-/-/1B.3/FSS	Serpentine lower montane coniferous forests. 1250-1400 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
	Fed/State/CNPS/ Other		
<i>Parnassia cirrata</i> var. <i>intermedia</i> Cascade grass-of-Parnassus	-/-/2B.2/FSS	Meadows and seeps. Bogs and fens. Rocky serpentine soil. 775-2000 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Penstemon filiformis</i> thread-leaved beardtongue	-/-/1B.3/-	Dry stony sites, grassy openings, & meadows, often along trails & logging roads; sometimes on serpentine. 180-2135 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Pedicularis howellii</i> Howell's lousewort	-/-/4.3/FSS	Often serpentinite upper montane coniferous forests. 1500-1900 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Phacelia cookie</i> Cooke's phacelia	-/-/1B.1/FSS	Sandy and volcanic. Great Basin scrub. Lower montane coniferous. 1095-1700 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Phacelia greenei</i> Scott Valley phacelia	-/-/1B.2/FSS	Serpentinite. Closed-cone coniferous forest. Lower montane coniferous forest. Subalpine coniferous forest. Upper montane coniferous forest. 800-2440 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Phacelia inundata</i> playa phacelia	-/-/1B.3/FSS	Alkaline. Great Basin scrub. Lower montane coniferous forest. Playas. 1350-2000 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Pinus albicaulis</i> whitebark pine	C/-/-/FSS	Occur at tree line in the Sierra Nevada and Cascade Range. 1830-3350 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Piperia candida</i> white-flowered rein orchid	-/-/1B.2/-	Sometimes serpentinite. Broadleaved upland forest. Lower montane coniferous forest. North Coast coniferous forest. 30-1310 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Pityopus californicus</i> California pinefoot	-/-/4.2/-	Mesic. Broadleaved upland forest. Lower montane coniferous forest. North Coast coniferous forest. Upper montane coniferous forest. 15-2225 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Polystichum lonchitis</i> Northern holly fern	-/-/3/-	Subalpine coniferous forest and upper montane coniferous forest. 1800-2600 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Polemonium chartaceum</i> Mason's sky pilot	-/-/1B.3/FSS	Rocky, serpentinite, granitic, or volcanic. Alpine boulder and rock field. Subalpine coniferous forest.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Ptilidium californicum</i> Pacific fuzz wort	-/-/4.3/-	Epiphytic on fallen and decaying logs and stumps. Rarely on boulders over humus. 340-1860 m	Absent: This species was not observed in the ESL. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Raillardella pringlei</i> showy raillardella	-/-/1B.2/FSS	Mesic, serpentinite. Bogs and fens, meadows and seeps, upper montane coniferous forest. 1200-2290 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Rorippa columbiae</i> Columbia yellow cress	-/-/1B.2/FSS	Mesic. Lower montane coniferous forest. Meadows and seeps. Playas, vernal pools. 1200-1800 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Sedum oblaceolatum</i> Applegate stonecrop	-/-/1B.1/-	Upper montane coniferous forest (rocky) 400-2000 m	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Sidalcea elegans</i> Del Norte checkerbloom	-/-/3.3/-	Serpentinite. Chaparral. Lower montane coniferous forest. 215-1365 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species
<i>Silene marmorensis</i> Marble Mountain campion	-/-/1B.2/-	Broadleafed upland forest. Chaparral. Cismontane woodland, lower montane coniferous forest. 170-1250 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Smilax jamesii</i> English Peak greenbrier	-/-/4.2/-	Streambanks and lake margins; sometimes mesic depressions. Broadleafed upland forest, lower montane coniferous forest, marshes and swamps, North Coast coniferous forest. Upper montane coniferous forest. 505-1975 m. May-July (August-October)	Absent: This species was not observed in the ESL. The project will have no effect on this species.
<i>Stachys Pilosa</i> Hairy marsh hedge-nettle	-/-/2B.3/-	Great Basin scrub (mesic), meadows and seeps 1200-1770 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status Fed/State/CNPS/ Other	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
<i>Tauschia howellii</i> Howell's tauschia	-/-/1B.3/FSS	Granitic, gravelly. Subalpine coniferous forest. Upper montane coniferous forest. 1705-2500 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Thermopsis robusta</i> robust false lupine	-/-/1B.2/FSS	Broadleaved upland forest. North Coast coniferous forest. 150-1500 m.	Absent: This species was not observed during the blooming season. The project will have no effect on this species.
<i>Triteleia hendersonii</i> Henderson's triteleia	-/-/2B.2/-	Cismontane woodland 760-1200 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Vaccinium coccineum</i> Siskiyou Mountains huckleberry	-/-/3.3/-	Lower montane coniferous forest and upper montane coniferous forest 1095-2135 m	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Veronica copelandii</i> Copeland's speedwell	-/-/4.3/-	Meadows and seeps, subalpine coniferous forest 2225-2590 m	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed during the blooming season. The project will have no effect on this species.
Lichens			
<i>Peltigera gowardii</i> veined water lichen	-/-/4.2/FSS	Aquatic. On rocks in cold water creeks with little or no sediment or disturbance. Riparian forests. 1065-2620 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
Bryophytes			

Scientific Name Common Name	Status	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
	Fed/State/CNPS/ Other		
<i>Buxbaumia viridis</i> buxbaumia moss	-/-/2B.2/FSS	Lower montane coniferous forest, subalpine coniferous forest, upper montane coniferous forest, on fallen, decorticated wood or humus. 975-2200 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Fissidens aphelotaxifolius</i> Brook pocket moss	-/-/2B.2/FSS	Rock, stream channels, waterfalls. Lower montane coniferous forest. Upper montane coniferous forest. 2000-2200 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Helodium blandowii</i> Blandow's bog moss	-/-/2B.3/FSS	Damp soil. Meadows and seeps. Subalpine coniferous forest. 1862-2700 m.	Absent: The project is outside the elevation range of this species. This species was not observed during the blooming season. The project will have no effect on this species.
<i>Meesia uliginosa</i> Broad-nerved hump-moss	-/-/2B.2/FSS	Damp soils. Bogs and fens, meadows and seeps, subalpine coniferous forest. Upper montane coniferous forest. 1210-2804 m.	Absent: The project is outside the elevation range of this species. Suitable habitat is not present. This species was not observed in the ESL. The project will have no effect on this species.
<i>Mielichhoferia elongate</i> elongate copper moss	-/-/4.3/FSS	On metamorphic rock, usually acidic, usually vernal mesic, often on roadsides, and sometimes carbonate, in a variety of habitats, including road cuts. 0-1960 m.	Absent: This species was not observed in the ESL. The project will have no effect on this species.
Fungi			
<i>Boletus pulcherrimus</i> red-pored bolete	-/-/-/FSS	Coastal mature or late-seral Douglas-fir forests with hardwoods; all elevations.	Absent: This species was not observed in the ESL. The project will have no effect on this species.
<i>Cudonia monticola</i> mountain cudonia		Found on coniferous spruce, Douglas-fir, white-fir, and pine needles and debris within older forest stands. Occur in wet, north-facing riparian areas. Below 1524 m.	Absent: This species was not observed in the ESL. The project will have no effect on this species.

<i>Scientific Name</i> Common Name	Status	Habitat Requirements	Potential to Occur in Project Area/Rationale for Absence
	Fed/State/CNPS/ Other		
<i>Dendrocollybia racemose</i>	-/-/-/FSS	Grows in North Coast coniferous forests of the California fog zone in nutrient rich leaf mulch or decaying fungi.	Absent: Suitable habitat is not present. This species was not observed in the ESL. The project will have no effect on this species.
<i>Phaeocollybia olivacea</i> olive phaeocollybia	-/-/-/FSS	Mature, mixed conifer forest containing oak or pine. All elevations.	Absent: This species was not observed in the ESL. The project will have no effect on this species.
<i>Tricholomopsis fulvescens</i> tawny tricholomopsis	-/-/-/FSS	Late-seral coniferous forests, saprophytic on organic material of conifers, associated with roots of pines.	Absent: This species was not observed in the ESL. The project will have no effect on this species.

Absent – There is no suitable habitat within the ESL. For plants, there may be suitable habitat, but the species was not observed during surveys or is outside the elevation range.

¹ **Status explanations:**

Federal	State
– = no listing	– = no listing
T = threatened	R = listed as rare under the Native Plant Protection Act
E = endangered	T = threatened
C = candidate	E = endangered
FSS = Forest Service Sensitive	C = candidate

California Rare Plant Rank

1B	=	rare, threatened, or endangered in California and elsewhere.
2B	=	rare, threatened, or endangered in California but more common elsewhere.
3	=	plants about which more information is needed to determine their status.
4	=	limited distribution in California
.1	=	seriously endangered in California.
.2	=	fairly endangered in California.
.3	=	not very endangered in California.

Appendix D. Wild and Scenic Rivers



Projects affecting Wild and Scenic Rivers are subject to the National Wild and Scenic Rivers Act (16 United States Code [USC] 1271) and the California Wild and Scenic Rivers Act (California Public Resources Code [PRC] Section 5093.50 et seq.). There are three possible Wild and Scenic River Designations:

- Wild:** Undeveloped, with river access by trail only.
- Scenic:** Undeveloped, with occasional river access by road.
- Recreational:** Some development is allowed with road access.

The Environmental Study Limits include a segment of the Scott River. As part of the National Wild and Scenic River System, this segment of the Scott River is designated “Recreational”. As part of the California Wild and Scenic River System, this segment of the Scott River is also designated “Recreational”. The river managing agencies are the California Resources Agency, Klamath National Forest, Bureau of Land Management, Hoopa Valley Indian Reservation, Quartz Valley Indian Reservation, Karuk Tribe, and the Yurok Tribe.

As documented in the Wild and Scenic River Act Section 7 analysis provided in the following pages, the project would minimally impact the free-flowing characteristics of the Scott River but would not have an adverse effect on the free-flowing characteristics of the Scott River or alter the river segment’s designation of “Wild”, “Scenic”, or “Recreational”. A request for concurrence with this finding was sent to the river managing agencies on June 10, 11, and 12, 2025.

The Bureau of Land Management (BLM) responded on July 11, 2025, and stated that in accordance with an expired 2018 Memorandum of Understanding between the National Park Service (NPS), the U.S. Forest Service (USFS), and BLM, the river managing agency for that section of the Scott River is the Klamath National Forest. The Klamath National Forest was notified on July 10, 2025; however, no response was received within 30 days.

The Quartz Valley Indian Reservation responded on June 12, 2025, and inquired into why the Hoopa Valley Indian Reservation is involved in the project. Additionally, Quartz Valley copied California Department of Fish and Wildlife staff and inquired into the use of a type of monitoring methods for spawning salmonids. Caltrans provide a response on June 12, 2025, stating that this consultation is only in regard to the Scott River Bridge Project and its potential effects on the free-flowing

characteristics of the Klamath River System in accordance with the Wild and Scenic Rivers Act; however, the project will be addressing any potential impacts to special status fish species in accordance with federal and state laws including NEPA, FESA, CEQA, and CESA. No further correspondence from the Quartz Valley Indian Reservation was received.

No response was received from the California Resources Agency, Hoopa Valley Indian Reservation, Karuk Tribe, and Yurok Tribe.

Appendix E. Section 4(f)



Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . “requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The activities associated with the project would occur within the bed and banks of the Scott River. As part of the National Wild and Scenic River System, this segment of the Scott River is designated “Recreational”. As part of the California Wild and Scenic River System, this segment of the Scott River is designated as “Recreational”. According to the FHWA’s Section 4(f) Policy Paper (FHWA 2012), *“If the river is publicly owned and designated a recreational river under the WSRA or is a recreation resource under a management plan, then it would be a Section 4(f) property.”* Section 4(f) coordination with the Klamath National Forest is ongoing. The draft Section 4(f) evaluation is included in this appendix.



SECTION 4(F) *DE MINIMIS* DETERMINATION

This section of the document discusses *de minimis* impact determinations under Section 4(f). The Section 4(f) statute and regulations allow for a simplified approval process for projects that have only *de minimis* impacts on lands protected by Section 4(f). Once it is determined that a transportation use of Section 4(f) property (after consideration of any impact avoidance, minimization, and mitigation or enhancement measures) results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Section 4(f) Properties

According to 23 U.S.C. § 138 and 49 U.S.C. § 303, Section 4(f) properties include:

- Publicly-Owned Public Parks, Recreational Areas (including those reaches of the Wild and Scenic Rivers that are designated as “Recreational”), or Wildlife or Waterfowl Refuges
- Historic sites on or eligible for the *National Register of Historic Places* and archaeological sites on or eligible for the *National Register of Historic Places* and which warrant preservation in place as determined by the Department and the official(s) with jurisdiction.

The activities associated with the project would occur within the bed and banks of the Scott River. As part of the National Wild and Scenic River System, this segment of the Scott River is designated “Recreational”. As part of the California Wild and Scenic River System, this segment of the Scott River is designated “Recreational”. The on-site reach of the Scott River provides various recreational opportunities (e.g., fishing, kayaking, rafting, gold panning, swimming, wildlife observation, etc.) throughout the year. According to the FHWA’s Section 4(f) Policy Paper (FHWA 2012, page 55), “*If the river is publicly owned and designated a recreational river under the WSRA or is a recreation resource under a management plan, then it would be a Section 4(f) property.*”

Properties adjacent to the Scott River within the Environmental Study Limits are owned by the U.S. Forest Service and the Lost Dutchman's Mining Association. Work on U.S. Forest Service land that is managed by the Klamath National Forest would occur inside the existing Caltrans right of way along the east and west approaches to the new bridge and outside the existing Caltrans right of way at the staging area west of the new bridge. According to the Klamath National Forest Management Plan, this area is not designated for recreation or as a wildlife or waterfowl refuge.

Within the project Environmental Study Limits, there is an existing private recreational facility (a campground owned and operated by the Lost Dutchman's Mining Association) which provides recreational opportunities to members only. According to the Section 4(f) Policy paper, when private institutions, organizations, or individuals own parks, recreational areas or wildlife and waterfowl refuges, Section 4(f) does not apply, even if such areas are open to the public. Therefore, the private campground will not be analyzed as a 4(f) resource.

Section 4(f) Use

A use of Section 4(f) property is defined in 23 CFR 774.17. A use occurs when:

1. Land is permanently incorporated into a transportation facility;
2. There is a temporary occupancy of land that is adverse in terms of the Section 4(f) statute's preservationist purposes; or
3. There is a constructive use of a Section 4(f) property.

No Section 4(f) property would be permanently incorporated into the State right-of-way; however, the proposed project would require the following activities within the Scott River:

- Construction of temporary rock access roads;
- Installation of stream diversion and construction of in-water gravel work pads;
- Construction of temporary work platforms for new bridge; and
- Construction of the new bridge and associated bridge elements.

Based on the scope of work, “use” of the Section 4(f) resource, Scott River, would be considered a *de minimis* determination. Although the scope of work within the channel is temporary, not all five conditions can be met for the Section 4(f) temporary occupancy exception (23 CFR 774.13(d)). Even though there is a Section 4(f) “use”, the “use” would not have permanent adverse physical impacts, and the channel would be restored to a similar condition as that which existed prior to the project. It is anticipated that the project would interfere with the public's ability to access the river within the active construction zone for approximately 7 months, and possibly affect the protected activities, features, or attributes (i.e., mining claims, boat passage, fishing, and swimming).

de Minimis Finding and Avoidance/Minimization Measures

A *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either:

1. A Section 106 finding of no adverse effect or no historic properties affected on a historic property; or
2. A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Construction of the project would impact various recreational activities that might occur within the construction area, such as kayaking/boating, swimming, gold-panning, fishing, and wildlife viewing. During construction, these recreational activities would be temporarily excluded in the construction area for approximately 7 months to ensure public safety. To minimize impacts to recreational activities in Scott River, Caltrans intends to implement the following measures:

- Work below the ordinary high water mark would occur from June 15 to September 30.
- Work above the ordinary high water mark would occur from May 1 to October 15.
- All work within the active stream would occur during daylight hours.
- Temporary signs would be installed at multiple locations upstream and downstream of the construction area, including at designated boat launches,

to alert boaters and other recreational users of ongoing work and provide an alternate recreational area. A temporary signage plan would be approved by the engineer prior to implementing river restrictions.

- When the river is impassible to kayaks, boats, or swimmers, ropes and buoys with signage will be installed upstream of the construction area to let boaters know to stop and get out of the river.
- Temporary signs and buoys will be provided in accordance with the California Uniform State Waterway Marking System standards for information and regulatory marks.
- If activities extremely dangerous to boaters would occur, a spotter would be located upstream to watch for river traffic.
- If the Klamath National Forest so chooses, a notice may be posted on their website, notifying recreational users that this stretch of the Scott River will be closed during construction.

With implementation of the proposed avoidance/minimization measures to minimize harm to the Section 4(f) resource, the proposed work would have a minimal temporary impact on the free-flowing characteristics of the Scott River, would not create an adverse, permanent blockage or impoundment to the free-flowing characteristics of the Scott River, nor alter the river segment's ability to meet the designation "Recreational". Even though the public would not be able to access the river at the active construction zone around the bridge, all other authorized accessible areas to the river would remain open. With implementation of the proposed avoidance/minimizations measures listed above, impacts would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Therefore, Caltrans anticipates making a *de minimis* finding following public review.

Public Noticing and Review

A *de minimis* impact determination requires agency coordination and public involvement as specified in 23 CFR 774.5(b). 23 CFR 774.5(b)(2)(i) states the following regarding parks, recreation areas, and wildlife and waterfowl refuges: "*Public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property must be provided. This requirement can be satisfied in conjunction with other public*

involvement procedures, such as a comment period provided on a NEPA document.”

Since the project meets the conditions as a Categorical Exclusion under NEPA in accordance with 23 USC 326 771.117(d)(13), there is no public notice and comment period requirements for NEPA categorically excluded projects; therefore, the Section 4(f) public notice will be combined with the public noticing requirements under CEQA Notice of Availability/Notice of Intent to Adopt for the subject project. The public notice will be posted at the nearby Scott Bar United States Post Office and at the project site. A 30-day review period will be provided to the public and a copy of the *de minimis* finding will be available for review at the following locations:

- Caltrans District 2, 1657 Riverside Drive in Redding
- Scott Bar United States Post Office, 27233 Scott River Road in Scott Bar

The Draft CEQA document, which contains the Section 4(f) *de minimis* determination as Appendix E, will also be available for review from September 1, 2026, until October 6, 2026, at Caltrans’ website <https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs> and at the State Clearinghouse website <https://ceqanet.opr.ca.gov/>

Coordination

“For parks, recreation areas, or wildlife and waterfowl refuges, the official(s) with jurisdiction over the property must be informed of the intent to make a *de minimis* impact determination, after which an opportunity for public review and comment must be provided. After considering any comments received from the public, if the official(s) with jurisdiction concurs in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then FHWA may finalize the *de minimis* impact determination.” (FHWA 2012, page 5).

As stated in 23 CFR 774.17, in the case of portions of Wild and Scenic Rivers to which Section 4(f) applies, the official(s) with jurisdiction are the official(s) of the federal agency or agencies that own or administer the affected portion of the river corridor in question. According to a 2018 Memorandum of Understanding between the National Park Service (NPS), the U.S. Forest Service (USFS), and the Bureau of Land Management (BLM), the river managing agency for the section of Scott River where the project is located is the Klamath National Forest.

Caltrans reached out to the Klamath National Forest, the official with jurisdiction over the Section 4(f) resource, on July 22, 2025, and informed them of Caltrans' intent to make a *de minimis* finding. In an effort to coordinate with the Klamath National Forest, Caltrans gave the Klamath National Forest the opportunity to review and add to proposed avoidance and minimization measures. The Klamath National Forest replied on July 22, 2025, acknowledging that they received Caltrans' coordination letter and would be in touch if further information or coordination is needed. Follow up with the Klamath National Forest occurred on August 12 and August 27, 2025. On August 27, 2025, Caltrans' received an email from a Klamath National Forest employee, John Thornton, and the Deputy Forest Supervisor, Kristen Sexton, that the protected activities, features, or attributes are not adversely affected.

Following the public review period, if there are no concerns related to Section 4(f), then Caltrans will provide the Klamath National Forest an official request for concurrence with the *de minimis* finding.

References

Federal Highway Administration (FHWA). 2012. *Section 4(f) Policy Paper*. July 20, 2012.
<https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>.
Accessed: October 7, 2024.



Appendix F. Mitigation and Monitoring Reporting Program



This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code (PRC) Section 21081.6 and CEQA Guidelines Section 15097, which requires a Lead Agency to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. The public agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both.

During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure the commitments contained in this MMRP are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following MMRP is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Some measures may apply to more than one resource area, and these duplicative or redundant measures have not been included in the MMRP.



Environmental Commitments Record (ECR)

DIST-CO-RTE: 02 - SIS - 096 PM/PM: 71.000/71.500 EA/Project ID: 02-0H730_ / 0216000125

Project Description: Bridge Replacement

Date (Last modification): 5/1/2026

Environmental Planner: Kiara Cuerpo-Hadsall

Phone: (530) 708-5263

Construction Liaison: Johnny Roche

Phone: (530) 356-4026

Resident Engineer:

Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
2081 - Incidental Take Permit	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
401 Pre-Certified	Regional Water Quality Control Board	9/1/23	9/27/23	9/27/28			
404 Nationwide Verification	US Army Corps of Engineers						
404 Non-Reporting	US Army Corps of Engineers						
BO (NMFS)	National Marine Fisheries Service						

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Hazardous Waste	Prepare task order for Site Investigation for Aerially Deposited Lead (ADL) and bridge asbestos/lead paint and issue to contractor.	ISA	n/a	Env Co-ordinator & Hazardous Waste Specialist	Env Co-ordinator to request this study from haz waste					

Environmental Commitments Record for Scott River Bridge

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA

Stormwater	Prepare M460 Treatment BMP Certification	HQ	n/a	NPDES Coordinator	Issue prior to RTL, when PS&E Stormwater Data Report is signed and stamped					

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA

Biology	Bat exclusion window is between September 15 to November 15 or March 1 to March 31	Env Doc	NSSP	RE	Refer to other requirements for exclusion					
Biology	Comply with nSSP 14-6.05 Invasive Species Control	Env Doc	NSSP	RE	Submit invasive species control plan to ECL for review and acceptance.					
Biology	Comply with nSSP 14-6.06 Bird Exclusion Devices	Env Doc	NSSP	RE	Submit bird exclusion plan to ECL for review and acceptance.					
Biology	Comply with nSSP 14-6.07 Bat Exclusion Devices	Env Doc	NSSP	RE	Submit bat exclusion plan to ECL for review and acceptance.					
Biology	Comply with SSP 14-1.02 Environmentally Sensitive Area (ESA)	Env Doc	SSP	RE	Install THVF and/or wildlife exclusion fencing. Refer to the plans.					
Biology	Comply with SSP 14-6.03A Species Protection	Env Doc	SSP	RE	Pre-construction surveys for mollusk (terrestrial snails), amphibians, reptiles, raptors/eagles, monarch (all life stages), salmonids, and nesting birds. No in-water work at night. Observe all work windows.					
Biology	Comply with SSP 14-6.03D(1) Contractor Supplied	Env Doc	SSP	RE	Submit resumes to					

Environmental Commitments Record for Scott River Bridge

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	Biologist				ECL to approval					
Biology	Comply with SSP 14-6.03D(3) Biological Resource Information Program (BRIP).	Env Doc	SSP	RE	Submit BRIP to ECL for review and approval prior to construction. Include turtles, bald eagles, golden eagle, ringtail, salmonids, nesting birds, sensitive habitat, amphibians, mollusk (land and aquatic)					
Biology	Submit salmonid relocation plan to CDFW and NMFS for review and approval. Submit amphibian, reptile, and mollusk relocation plan to CDFW for review and approval.	Env Doc	n/a	RE	Submit plan or plans prior to construction activities.					
Biology	Tree removal window between September 15 to February 15	Env Doc	NSSP	RE						
Hazardous Waste	Comply with Standard Specification 7-1.02K(6)(j)(ii) Lead Compliance Plan	ISA	Std. Spec	RE	Submit LCP to Caltrans Safety Officer for review and acceptance.					
Other	If the Klamath National Forest so chooses, a notice may be posted on their website, notifying recreational users that this stretch of the Scott River will be closed during construction	Env Doc	n/a	Coordinator						
Other	Temporary signs will be installed at multiple locations upstream and downstream of the construction area, including at designated boat launches, to alert boaters and other recreational users of ongoing work and provide an alternate recreational area. A temporary signage plan shall be approved by the engineer prior to implementing river restrictions.	Env Doc	n/a	RE						

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Comply with standard specification 7-1.02C Emissions Reduction	Env Doc	Std. Spec	RE						
Air Quality	Comply with standard specification Section 10-5 Dust Control	Env Doc	Std. Spec	RE						
Air Quality	Comply with standard specification Section 14-9 Air Quality	Env Doc	Std. Spec	RE						
Air Quality	Comply with standard specification Section 18 Dust	Env Doc	Std. Spec	RE						

Environmental Commitments Record for Scott River Bridge

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	Palliatives									
Biology	All work within the active stream shall occur during daylight hours.	Env Doc	n/a	RE						
Biology	Comply with nSSP 14-6.05 Invasive Species Control	NES	NSSP	RE						
Biology	Comply with SSP 14-1.02 Environmentally Sensitive Area (ESA)	Env Doc	SSP	RE	Maintain fencing through construction					
Biology	Comply with SSP 14-6.03D(1) Contractor Supplied Biologist	Env Doc	SSP	RE	Monitor impact pile driving, electrofishing					
Biology	Fish exclusion screens 1/4 inch Mesh screens will not exceed 3/32 inches for pumps	Env Doc	n/a	RE						
Biology	Holes and trenches over 6 inches deep must be covered overnight or escape ramps installed, inspected each morning	Env Doc	n/a	RE						
Biology	Hydroacoustic specialist monitor during impact pile driving	Env Doc	n/a	RE	Refer to thresholds/number of piles for impact pile driving					
Biology	Impact pile driving will occur from July 1 to September 15.	Env Doc	NSSP	RE						
Biology	In-stream work below the OHWM would occur from June 15 to September 30	Env Doc	NSSP	RE	To reduce impacts on coho salmon					
Biology	Prepare and submit temporary work platform (falsework and trestle) plan for review and approval by Caltrans. Caltrans will submit the temporary work platform plan to NMFS and CDFW for review and concurrence.	Env Doc	n/a	RE/Biologist						
Biology	Temporary material storage piles (e.g., erodible materials) shall be placed at least 100 ft above the OHWM during the rainy season (November 1 through May 31). Materials stored on the floodplains would need to be relocated within (i.e., before) 12 hours of the onset of a storm.	Env Doc	n/a	RE						
Biology	The gravel work pads for the temporary trestle will be installed above the ordinary high water mark of the Scott River. All other temporary gravel pads below the ordinary high water mark will be removed prior to September 30.	Env Doc	n/a	RE						
Biology	The temporary trestles will be designed to resist the 25-year peak flow for the Scott River. If it is required to be left in the river over the winter, the deck of the temporary trestle will be removed prior to the rainy season, so the structure does not interfere with high flows.	Env Doc	n/a	RE						
Biology	To prevent attracting corvids (birds of the Corvidae family which include jays, crows, and ravens), no trash (including	Env Doc	n/a	RE/ECL						

Environmental Commitments Record for Scott River Bridge

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	cigarette butts) 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.									
Biology	Work above the OHWM (to the top of the riverbank) would occur from May 1 to October 15.	Env Doc	NSSP	RE						
Hazardous Waste	Comply with SSP 36-4 traffic stripe removal	ISA	SSP	Hazardous Waste						
Hazardous Waste	Comply with Standard Special Provisions 14-11.14 (Treated Wood Waste)	ISA	SSP	RE	submit receipts of transported TWW					
Hazardous Waste	Comply with Standard Specification 7-1.02K(6)(j)(ii) Lead Compliance Pla	ISA	Std. Spec	RE	follow plan					
Noise	Comply with standard specification Section 14.8 "Noise Control"	Env Doc	Std. Spec	RE						
Permits	Comply with CDFW 1602 LSAA permit (# TBD)	1600 Agreement	n/a	RE						
Permits	Comply with CDFW Initial Take Permit (# TBD)	2081 Permit	n/a	RE						
Permits	Comply with NCRWQCB 401 Certification (WDID # TBD)	401 Permit	n/a	RE						
Permits	Comply with NMFS Biological Opinion (# TBD)	BO	n/a	RE						
Permits	Comply with USACE 404 permit (# TBD)	404 Permit	n/a	RE						
Stormwater	Construct Treatment BMPs that satisfy post-construction treatment area requirements under the NPDES Permit and other applicable Water Quality permits such as 401	401 Permit	n/a	RE	Treatment strategy is defined in PS&E-level Stormwater Data Report and potentially in 401 Certification					
Stormwater	Prepare M600 Treatment BMP Certification for CEC	HQ	n/a	NPDES Coordinator	Issue upon receipt of Construction to MTCE 90% walkthrough MTCE-0023					
Other										
Other	If activities extremely dangerous to boaters would occur, a spotter will be located upstream to lookout for river traffic	Env Doc	n/a	RE						
Other	Temporary signs and buoys shall be provided in accordance with the California Uniform State Waterway Marking System standards for information and regulatory marks	Env Doc	n/a	RE						
Other	When the river is impassible to kayaks, boats, or swimmers, ropes and buoys with signage will be installed upstream of the construction area to let boaters know to	Env Doc	n/a	RE						

Environmental Commitments Record for Scott River Bridge

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA

stop and get out of the river

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA

Biology	Refer to Revegetation Plan for on-site planting post-construction	Env Doc	n/a	RE						
Stormwater	Acquire M600 Treatment BMP Certification	HQ	n/a	NPDES Coordinator/ECL						
Stormwater	Prepare M800 Treatment BMP Certification	HQ	n/a	NPDES Coordinator	Issue prior to M800					
Environmental Compliance Review	Complete the CEC M600 once all environmental commitments have been met in construction and are confirmed by the RE.	n/a	n/a	ECL						
Environmental Compliance Review	Complete the CEC M800 once all post-construction monitoring and/or mitigation work is complete.	n/a	n/a	Env. Coordinator/ Reveg. Specialist						

Appendix G. Title VI Policy Statement



California Department of Transportation

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September 2023

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

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