

Randolph E. Collier Safety Roadside Rest Area

Siskiyou County, California
02-SIS-5-PM R58.1

Water Supply and Waste Water Treatment System Project

EA # 02-4E670 / EFIS # 0212000031

Initial Study with Proposed Mitigated Negative Declaration/
Environmental Assessment with
Proposed Finding of No Significant Impact

And

Break Room Project

EA # 02-4G300 / EFIS # 0213000099

Initial Study with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

February 2016



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General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this combined Initial Study/Environmental Assessment, which examines the potential environmental impacts of alternatives being considered for two proposed projects in Siskiyou County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and is also the lead agency under the California Environmental Quality Act (CEQA). The document explains why the projects are being proposed, the alternatives being considered for the projects, the existing environment that could be affected by the projects, the potential impacts of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. Because the projects would take place at the same location and have impacts to the same resources, this combined document was prepared to describe both projects.

What you should do:

Please read the document. The document is available for review at the Caltrans District 2 Office at 1657 Riverside Drive, Redding CA 96001 on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the document are also available at the Siskiyou County Library, Yreka Branch, at 719 4th Street, Yreka CA 96097. The document can also be accessed electronically at the Caltrans North Region Environmental Document website:

<http://www.dot.ca.gov/dist3/departments/envinternet/siskiyou.htm>

We'd like to hear what you think. If you have any comments about the proposed projects, please send your written comments to Caltrans by the deadline. Send comments via U.S. mail to:

Caltrans, Environmental Services
Attention: Chris Quiney, Environmental Branch Chief
1657 Riverside Drive, MS-30
Redding CA 96001

Send comments via email to: Chris.Quiney@dot.ca.gov. Be sure to send comments by the deadline: April 1, 2016.

What happens next?

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration (FHWA), may 1) give environmental approval to the proposed projects, 2) do additional environmental studies, or 3) abandon the projects. If the projects are given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the projects.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Chris Quiney, Environmental Management, 1657 Riverside Drive MS-30, Redding CA 96001 (530) 225-3174 (Voice), or use 711.

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At the Collier Safety Roadside Rest Area On Interstate 5 In Siskiyou County

**Water Supply and Waste Water System Rehabilitation (02-4E670)
Initial Study with *Proposed* Mitigated Negative Declaration/
Environmental Assessment with *Proposed* Finding of No Significant Impact**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

Cooperating Agencies: California State Historic Preservation Office
Responsible Agencies: California Transportation Commission, North Coast Regional Water Quality Control Board,
California State Historic Preservation Office

**Break Room Project (02-4G300)
Initial Study with *Proposed* Mitigated Negative Declaration**

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

Responsible Agencies: California Transportation Commission, California State Historic Preservation Office

THE STATE OF CALIFORNIA
Department of Transportation

2-25-16
Date of Approval

Amber Kelley
Amber Kelley
Office Chief, North Region Environmental Services
California Department of Transportation

Proposed Mitigated Negative Declaration
Pursuant to: Division 13, California Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes two projects at the Randolph E. Collier Safety Roadside Rest Area (SRRA), located in Siskiyou County at the junction of Interstate 5 and State Highway 96. The first project would rehabilitate the water and waste water systems and the second would construct a break room compliant with OSHA regulations. The project would include upgrade of an existing water system, replacement of an existing waste water treatment system, construction of a new building to be used as a break room for SRRA workers, upgrade of the facility's electrical system, and installation of a generator including a structure and fencing. Work to complete the project would include excavation of soil, tree removal, disposal of excess earthen material, installation of the water supply and waste water system components, and would require closure of the rest area for one construction season (approximately 6 months). The project would not require right of way acquisition or temporary construction easements. The project would require a Waste Discharge Permit from the North Coast Regional Water Quality Control Board.

Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received from interested agencies and the public. Caltrans has prepared an Initial Study for these projects and, pending public review, expects to determine from this study that the proposed projects would not have a significant effect on the environment for the following reasons:

The proposed projects would have no effect on aesthetics, agriculture, air quality, community impacts, environmental justice, geology and soils, growth, hydrology, land use, mineral resources, noise, population and housing, and paleontology.

The proposed project would have less than significant effects on biological resources, water quality, utilities and emergency services, public services, as well as transportation and traffic.

With the following mitigation measures incorporated, the proposed project would have a less than significant effect to cultural resources:

Cultural Resource Mitigation:

- Execution of a Memorandum of Agreement with the State Historic Preservation Office and the Cultural Representative of the Shasta Nation
- Implementation of an archaeological data recovery program for a portion of the project area.
- Monitoring of construction activities by the Shasta Nation and a Caltrans archaeologist as outlined in the Native American Monitoring and Treatment Plan.
- Implementation of an Environmentally Sensitive Area (ESA) Action Plan.

Amber Kelley
Office Chief
California Department of Transportation
North Region Environmental Services

Date

Proposed CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Collier SRRA Water Supply and Waste Water Treatment Facility Project

FOR

The California Department of Transportation (Caltrans) has determined that water system alternative 2a and 2b, and waste water treatment alternative 3 will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Date

Amber Kelley
Office Chief
California Department of Transportation
North Region Environmental Services

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Chapter 1 **Proposed Projects**

1.1 Introduction

This document describes the scope of work for two separate projects proposed by the California Department of Transportation. The two projects are both located at the Randolph E. Collier Safety Roadside Rest Area (Collier SRRA), are both currently programmed as two separate projects, and both projects would impact the same historic resource; the projects are being presented in this combined environmental document in order to discuss and disclose their impacts. The projects are proposed to upgrade facilities at the Collier located on Interstate 5 in Siskiyou County. The Collier SRRA is located at post mile (PM) 58.1 and adjacent to the Klamath River.

Project Setting

The Collier SRRA is located in a rural region of Siskiyou County, approximately eleven miles north of the city of Yreka, and approximately eleven miles south of the California/Oregon border. The Collier SRRA consists of a single rest area unit that serves both northbound and southbound directions of travel on Interstate 5 (I-5). The Collier SRRA has a total of 134 parking spaces, including 96 auto and 38 truck/bus spaces.

Rest areas are an important part of Caltrans' efforts to ensure traveler safety. Rest areas reduce drowsy and distracted driving, and provide a safe and convenient alternative to unsafe parking along the roadside.

The Collier SRRA is home to an official California Welcome Center and the Collier Interpretive and Information Center (CIIC). Located in the same building on the grounds of the Collier SRRA, the Welcome Center and CIIC staff assist travelers by providing destination, attraction, museum, restaurant, lodging, and recreational opportunities brochures and information. The rest area is located on a terrace between the eastern bank of the Klamath River and Interstate 5. At this location, the Klamath River flows south through a narrow canyon.

The Collier SRRA is located approximately eleven miles north of the city of Yreka and approximately eleven miles south of the California/Oregon border. The nearest SRRA to the south of Collier is the Weed Airport SRRA, which is 33 miles south. The city of Ashland, Oregon which offers a variety of alternate stopping opportunities is approximately 26 miles to the north of the Collier SRRA.

A vicinity map and project detail map for the project can be found in Attachment F.

1.1.1 Water Supply and Waste Water System Project (02-4E670)

The California Department of Transportation (Caltrans) is the lead agency under the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration, and Caltrans is also the lead agency under California Environmental Quality Act (CEQA) for the proposed Water and Waste Water System Project.

1.1.2 Purpose

The purpose of the water and waste water system project is to correct deficiencies and restore the existing systems at the SRRA to a safe and healthful condition. The primary scope for the project at the Collier SRRA includes two independent elements; rehabilitation of the potable water supply system, and rehabilitation of the wastewater system.

1.1.3 Need

The current water and wastewater systems do not meet California Department of Public Health (CDPH) and the California Regional Water Quality Control Board (CRWQCB) regulations. In addition, the sewage leach fields are not functioning adequately and are in close proximity to the Klamath River. This section of the Klamath River is on the United States Environmental Protection Agency's (USEPA) 303(d) list for controlling Total Maximum Daily Loads (TMDL) of pollutants to protect water quality. Future operations of the Collier SRRA will require Caltrans to comply with TMDL parameters, which cannot be met with the current facilities.

Due to new regulations and unresolved operational problems, the Caltrans Division of Engineering Services, Water and Wastewater Branch recommends upgrading the water and wastewater systems to meet future demand for potable water and to comply with regulations for environmentally safe sewage treatment. An Advanced Planning Study (APS) was completed in April of 2013 in order to provide an in-depth evaluation of alternatives which would address the purpose and need of the project. Without the project, the SRRA would ultimately be closed as it would not meet current regulatory requirements.

Caltrans rest areas are important highway safety features. While it may seem that there are alternate stopping points within close proximity of the SRRA, the Siskiyou Summit is located on I-5 between the towns of Yreka and Ashland. At 4,300 feet in elevation, winter weather on the summit often leads to closure of the Interstate. The cities of Ashland and Yreka do not have comparable facilities for truck parking, so the Collier SRRA is a frequently used rest area unit. With the existing on site California Welcome Center, the Collier SRRA also provides regional information at a location which makes a logical stopping point to travelers entering California.

Water Supply and Waste Water Treatment System Project Description

Water Supply System

The proposed water system upgrades would bring the facility into compliance with current regulatory standards. The existing water system obtains surface water from the adjacent Klamath River. Water is pumped from a gallery (pipe) located beneath the river bed at the north end of the SRRA, approximately 100' from an equipment shed housing the water treatment system, controls, monitoring equipment, and booster pumps. Untreated water is used for

irrigation of the SRRA landscaping, while treated water is used at the restrooms for toilet flushing, hand washing, and water faucets. The SRRA has an approximate daily potable water usage of 5,500 gallons per day (gpd), with peak flows as high as 22,000 gpd. Plumbing fixtures in the SRRA consist of 1.6 gallons per flush (gpf) urinals, and 3.5 gpf water closets. The landscape irrigation system consists solely of spray heads and applies approximately 39,000 gpd from April to October.

The current proposal includes rehabilitating the existing water treatment system (Option A from the APS) to meet current regulations. The proposed items of work would include installation of a computerized supervisory control and data acquisition (SCADA) system to allow maintenance staff to monitor and control the function of the system remotely. The work would require installation of electrical conduits from the existing potable water treatment area to tie in to the electrical system across the road at the main SRRA. Existing plumbing fixtures would be replaced with 1.28 gallon per flush (gpf) water closets and 0.5 gpf or 0.125 gpf urinals in order to greatly reduce potable water usage. This work would not include any alterations to the existing water intake gallery in the Klamath River or any work within the bed and bank, or work in the waterway of the Klamath River.

Wastewater System

The APS evaluated numerous alternatives for the two main components of the wastewater system; 1) the Wastewater treatment system and 2) the Effluent Dispersal system. The preferred alternative carried forward for this proposal includes the Installation of Lift Stations, Anaerobic Reactor, Secondary Treatment, Tertiary Nitrogen Removal, Urine Diversion and Subsurface Dispersal system for the Wastewater treatment system (APS Option E). The preferred alternative includes the installation of a pressure dosed dispersal field or leach field (APS Option B) for the Effluent Dispersal system. The proposed water system upgrades would bring the facility into compliance with current regulatory standards.

Installation of the new wastewater system would include: removal and replacement of the current septic tanks; removal and replacement of sewage lift stations; installation of the new wastewater treatment system and effluent dispersal system on the east side of the existing SRRA parking area; abandonment of the existing leach field lines in place; and trenching of water, sewage, and electrical lines between the existing restroom buildings and the new wastewater treatment and effluent dispersal systems. The components of this system would be located in two distinct areas, one for the wastewater treatment system and one for the effluent dispersal system. A map depicting the site layout of the facility components can be found in Appendix F. The new wastewater treatment area would include one large septic tank to replace those currently located behind each restroom building.

It is anticipated that the North Coast Regional Water Quality Control Board (RWQCB) will require permanent groundwater sampling wells incorporated in the design of the system. The location of any required sampling wells will be determined during coordination with the RWQCB. The project work also includes installation of a backup generator in order to keep the SRRA open during power outages. Construction of a secured fence or structure around the generator

would be included. Upgrade of the existing electrical system would be required to support the new system.

No Right of Way acquisition or temporary construction easements are required for this project. Regulatory approvals for the design of this project would be obtained from the North Coast Regional Water Quality Control Board by the Caltrans Headquarters Water and Wastewater Branch. It is anticipated that the entire SRRA would be closed during construction of the project for up to seven months. The project would generate excess earthen material to be used on site and disposed of within Caltrans right of way along I-5 at post mile 59.6.

Water and Waste Water Treatment Project Independent Utility and Logical Termini

The proposed project would have independent utility, as it would be usable and would be considered a reasonable expenditure even if no additional transportation improvements are made to the area. The project has logical termini. The project proposes upgrading facilities at an existing defined rest area, in order for the facilities to comply with current regulations. The project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

OSHA Compliant Break Room Project (EA 02-4G300)

The additional items of work for the break room project would be carried out and constructed under a separate contract. Caltrans is the lead agency under California Environmental Quality Act (CEQA) for the proposed OSHA Compliant break room Project. The National Environmental Policy Act does not apply to the Break Room Project because there is no federal nexus such as funding that would invoke NEPA.

Purpose

The purpose of the project is to construct a stand-alone break room with potable water, heat, and sanitary conditions in order to meet regulatory requirements for employee breaks.

Need

Currently, the SRRA janitorial staff do not have a break room that meets Cal OSHA requirements. Staff currently use the existing restroom plumbing alley (area where pipes are accessible for maintenance) to take lunch and required rest breaks during inclement weather. The plumbing alley does not provide an adequate space or conditions for janitorial personnel to take rest and lunch breaks.

The expenditure for the project is a reasonable use of public funds in order to comply with existing regulations and provide a compliant room for staff to take rest and meal breaks.

Break Room Project Description

The project would construct a building at the existing Collier SRRA in order to provide an OSHA compliant location for SRRA staff to take breaks. The building would be approximately 150 square feet in size. The building would be constructed behind the existing north restroom on an area that is currently landscaped. The building would have water and power supplies.

Construction of the break room would require footings approximately 24” deep and trenching for utilities to be installed at a depth of approximately 36”. The project requires plan approval by the Office of the California State Fire Marshal. The project would not require any environmental permits, right of way acquisition, or material disposal/borrow areas. A small portion of the SRRA would be closed off to visitors during construction of the break room, but the SRRA facility, CIIC, and California Welcome Center would remain open during project construction. Some staging would occur in the SRRA parking lot.

Break Room Independent Utility and Logical Termini

The proposed project would have independent utility, as it would be usable and would be considered a reasonable expenditure even if no additional transportation improvements are made to the area. The project has logical termini. The project proposes upgrading facilities at an existing defined rest area unit, in order to comply with current regulations for facility staff. The project does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Project Alternatives

For each of the three separate components of this proposed project, several project alternatives, including a “no-build” alternative, were developed as potential solutions to address the purpose and need. Alternatives considered are outlined in Table 1 and discussed in more detail in the sections following the table.

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Table 1. Alternatives Comparison Matrix

Project Alternatives					
Alternative	Description	Cost	Features Unique to this Alternative	Features Shared with other Alternatives	Selection Criteria Consideration
Water Supply System 2a and 2b <i>(Caltrans' Preferred Alternative)</i>	Rehabilitate the existing water treatment system to meet current regulations. This alternative includes: installation of a computerized supervisory control and data acquisition (SCADA) system in the existing equipment building to allow maintenance staff to monitor and control the function of the system remotely, replacement of existing plumbing fixtures with low flow models, and connection of the water system to the new wastewater treatment system.	\$3,300,000 (for combined Water and Wastewater Preferred alternative)	This is the only alternative for the water system that proposed improvements to the existing system instead of abandoning it and using a new water source (well).	This alternative does not share any features with the other water system alternative (1).	This alternative would bring the water system into compliance with current regulations while also drastically reducing the amount of potable water used at the rest area. This alternative meets the purpose and need of the project and will improve operations by allowing staff to monitor the water system remotely.
Wastewater System 3 <i>(Caltrans' Preferred Alternative)</i>	Installation of Onsite Wastewater Treatment System that includes Lift Stations, Anaerobic Reactor, Secondary Treatment, Tertiary Nitrogen Removal, Urine Diversion, and Effluent Dispersal.	\$3.3 Million (for combined Water and Wastewater Preferred alternative)	This alternative would meet current regulatory requirements without requiring a licensed plant operator to run.	This alternative would produce a high quality effluent similar to that produced in Alternative - Waste water System 2.	Of all the alternatives considered for the waste water treatment system portion of the project, this was the only feasible option that met the purpose and need of the project.
Break Room 1 <i>(Caltrans' Preferred Alternative)</i>	Construction of a break room structure on the west side of the existing visitor center/northernmost rest room complex.	\$250,000	This alternative would construct the new break room adjacent to existing buildings requiring less ground disturbance than locating the building in alternate locations.	This alternative would construct the same break room structure as Break Room alternative 2.	This preferred location for the break room meets the purpose and need of the project with the fewest adverse environmental impacts.
Break Room 2	Construction of pre-fabricated structure midway between the existing rest room facilities.	\$250,000	This alternative would construct the break room in an area that is previously undisturbed. It would require more trenching to run electricity and water lines to the building.	This alternative would construct the same break room structure as the other alternative, but in a different location.	This alternative was evaluated in order to evaluate whether locating the break room in a different location could avoid impacts to a historic property. It was determined that this location would require over 400 feet of additional trenching for electric and water lines causing more impacts than the preferred alternative.
Alternatives Considered But Eliminated From Further Discussion					
Alternative	Description	Cost	Features Unique to this Alternative	Features Shared with other Alternatives	Selection Criteria Consideration
Water Supply System 1	Develop a groundwater well as a source for potable water to eliminate surface water impacts and operational issues.	\$800,000	This is the only alternative for the water system that proposed drilling wells to use ground water in place of water from the Klamath River.	No features shared with other alternatives.	Test drilling was completed in order to evaluate this alternative. Ground water was not discovered in adequate quality and quantity for this to be considered a feasible alternative. Because it was not feasible, this alternative does not meet the project's purpose and need.

Wastewater System 1a and 1b	Rehabilitation of the existing wastewater system using new septic tanks, lift stations and a leach field. The new leach field would be located offsite, either in the median of I-5 or further east of I-5 on new right-of-way.	Not developed. This alternative does not meet the project's purpose and need.	This alternative proposed replacing the existing system with a very similar system. No other alternatives	The Caltrans preferred alternative also includes effluent dispersal, but in that alternative the waste water effluent would be treated more intensely than it would be treated in this alternative.	The construction of the new force sewer main would be in close proximity to Williams Creek and new right of way would be needed. More importantly, these systems do not meet current regulations. Therefore, they do not meet purpose and need of the project.
Wastewater System 2	Installation of a package wastewater treatment plan. Systems of this type are designed to accept raw sewage and produce a high quality effluent.	Not developed. This alternative does not meet the project's purpose and need.	This is the only alternative that would require a licensed plant operator to run.	This alternative would produce a high quality effluent similar to that produced in the Caltrans preferred alternative.	This system would meet current regulations, however Caltrans does not employ this job classification. The operation would have to be contracted out. The State contracting process is dependent on a number of different budget processes which could lead to periods where a contract for a system operator could not be guaranteed. This alternative was determined to be infeasible on a long term basis.
No Build/No Action Alternative					
No Build for all three project components	The no-build alternative for all three project components would not change or improve the water system in any way. The no-build alternative would also leave the wastewater system in "as is" condition resulting in permanent closure of the Collier SRRA, as the facilities would not be in compliance with current regulations. The no-build would not provide a required facility for SRRA workers to take their breaks.	Not developed. This alternative does not meet the project's purpose and need.	The no-build alternative would also leave the wastewater system in "as is" condition resulting in permanent closure of the Collier SRRA as the facilities would not comply with current regulations. The no-build would not provide a required facility for SRRA workers to take their breaks.	This alternative does not share features with other alternatives.	The no-build alternative would not provide upgraded facilities. The conditions would continue to be out of compliance with current regulations. The result would be permanent closure of the SRRA and loss of an important safety feature on Interstate 5.

Water Supply System Alternatives

The existing water supply system obtains surface water from the adjacent Klamath River. Water is pumped from a gallery located beneath the river bed at the north end of the rest area approximately 250 feet from an equipment building housing the water treatment system, controls, monitoring equipment and booster pumps. Untreated water is used for irrigating the area's landscaping while treated water is used at the restrooms and drinking fountains.

The Collier SRRA has an approximate potable (treated) water usage of 5,500 gallons per day (gpd) with peak flows as high as 22,000 gpd. Existing plumbing fixtures in the Collier SRRA consist of 1.6 gallons per flush (gpf) urinals and 3.5 gpf toilets. The landscape irrigation system consists solely of spray heads and supplies approximately 39,000 gpd from April to October.

The Project Study Report (PSR) completed in 2011, recommended two Water System (WS) build alternatives and one WS no-build alternative for this project.

Preferred Water Supply System Alternative

Water Supply System Alternative 2b

Caltrans' preferred alternative for the water system (WS Alternative 2b) would ensure continued compliance with the California Department of Public Health (CDPH) drinking water standards. The upgrades proposed for this alternative would not include any alterations to the existing water intake gallery in the Klamath River or any work within the bed and bank or waterway of the Klamath River. Ground disturbing activities associated with this alternative would take place in the project area identified in Attachment F, Figure 2. Items of work associated with this modified alternative would include:

- Installation of a computerized supervisory control and data acquisition (SCADA) system in the existing equipment building to allow maintenance staff to monitor and control the function of the system remotely. The work would require installation of electrical conduits from the existing potable water treatment facility to tie into the water and electrical system situated across the road in the northeast corner of the Collier SRRA.
- Replacement of the existing plumbing fixtures would be replaced with 1.28 gpf water closets and 0.125 gpf urinals to greatly reduce potable water usage.
- Connection of the water system to the wastewater treatment facility located directly south of the fenced boundaries for the Collier SRRA.

The project area for this alternative extends from the equipment shed housing the existing water treatment system located north of the I-5/SR 96 connector road, and crosses this road into the northeast corner of the main SRRA. The existing potable

water line that currently runs along the eastern edge of the paved parking/drive way will be abandoned. A new potable water line will be installed higher on the slope along the eastern perimeter fence. This will place the potable water line up-gradient from the new effluent dispersal lines. The trench needed for the new potable water line measures approximately 2,664 feet long.

Wastewater Treatment System Alternatives

The APS evaluated numerous alternatives for the wastewater treatment system. However, due to the close proximity of the Klamath River the placement and type of wastewater system was restricted. Four build and one no-build alternatives were developed for the wastewater treatment system (WWTS) element of this project.

Preferred Waste Water Treatment System Alternative

Waste Water Treatment System Alternative 3

The Caltrans' preferred alternative (WWTS Alternative 3), consists of an onsite Wastewater Treatment System that includes urine diversion, installation of lift stations, an anaerobic reactor, secondary filtrations, biological tertiary nitrogen reduction and pressurized subsurface dispersal of effluent. The components of this system would be located in two distinct areas, one for the wastewater treatment system and one for the effluent dispersal system. Installation of the new system would include removal of existing septic tanks, installation of urine storage tanks and lift stations and abandonment of the current leach field lines in place at each of the two existing restroom buildings at the SRRA. Construction of the system would also require trenching for water, sewage and electrical lines between the existing restroom buildings and the new wastewater treatment and effluent dispersal areas. The new wastewater treatment area would include one large septic tank to replace those currently located behind each restroom building. It is anticipated that the CRWQCB will require permanent groundwater sampling wells incorporated in the design of the system. The location of these wells will be determined during coordination with the NCRWQCB, but they are expected to be in close proximity of the effluent dispersal area.

In an attempt to avoid and/or minimize impacts to a historic property, additional alternatives were analyzed beyond those outlined in the Project Initiation Document and Advanced Planning Study. While the components of the system remained the same, a new alternative was developed that would move the wastewater treatment portion of the system from the originally proposed location, thus minimizing impacts to the historic property. The location of the proposed new wastewater system is depicted on the Project Detail Map found in Appendix F. The installation of this system would include the following items of work:

Septic Tanks

Removal and replacement of the existing septic tanks would occur. The existing north restroom septic tank is 9,000 gallons and the south restroom septic tank is 2,000 gallons. These tanks would be removed and a new 20,000 gallon septic tank would be installed as part of the wastewater treatment system.

Lift Stations

Installation of new lift stations, lift station control panels, and urine storage tanks would be completed. New lift stations, lift station control panels, and urine storage tanks would be installed following removal of the existing septic tanks. These components would occupy approximately the same footprint the existing septic tanks are currently in. Tanks, lift stations, and control panels would be installed at both the northern and southern restrooms.

Waste Water Treatment System Installation

The new wastewater treatment system would be installed south of the perimeter fence, which delineates the public area of the Collier SRRA, in an area that is currently being used as storage by maintenance crews working at the facility. The new wastewater treatment system equipment will be located on a pad that will be excavated into the steep hill slope. This pad will encompass an area that measures 208 feet long by 150 feet wide. The following components will be installed within this area: two subsurface wetland plots, two six-foot-diameter media tanks, a 5000-gallon effluent storage tank, a re-circulating sand filter, a 12,000-gallon re-circulating tank, a 20,000-gallon septic tank, and an electrical panel.

Excess Material

Approximately 8,000 cubic yards of earthen material will be excavated to create the wastewater treatment system equipment pad. Once the pad is established, another 3,000 cubic yards of earthen material will be excavated within the pad area in order to install the various treatment components. The excavated material from the wastewater treatment system area will be distributed either directly south of the main Collier SRRA, in an area that is currently being used as a disposal site for landscape materials, or will be taken off site to a previously environmentally approved disposal area within Caltrans ROW at PM 59.6. The areas will be graded and/or contoured upon the project's completion and planted with native vegetation.

Existing Leach Fields

Abandonment of the existing leach field lines in place would result in very minimal ground disturbance. The inlet pipe to each of two leach fields will be cut and capped to disconnect the field from the existing main system. In addition, all 12 of the existing observation wells within the leach fields will be capped and abandoned in place.

Effluent Dispersal Installation

The new effluent dispersal system will be located north of the new wastewater treatment system along the southeast edge of the SRRA immediately beyond the currently paved area. A total of 2000 linear feet of leach lines will be installed in an area measuring approximately 440 feet long by 60 feet wide.

Groundwater Sampling Wells

Installation of permanent groundwater sampling wells are anticipated to be required by the NCRWQCB. The location of any required sampling wells would be determined during coordination with the NCRWQCB. It is anticipated that approximately eight groundwater sampling wells will be installed. The sampling wells are anticipated to be located adjacent to the leach field/wastewater dispersal lines, and are likely to be placed near the mid-point of the outermost dispersal and absorption lines.

Electrical, Sewage and Water Lines

New sewage and electrical lines will be installed in trenches to run from the existing restroom buildings to the new wastewater treatment and effluent dispersal systems. The lines will be installed in trenches extending along the perimeter fencing on the western edge of the Collier SRRA. The total length of the trenching for the electrical conduit and sewer/force main pipe will be approximately 2,500 linear feet. The electrical conduit and sewer/force main pipe will be installed in the same trench. Electrical and reclaimed water lines will be installed from the existing water treatment facility on the north side of the SRRA to the new wastewater treatment system.

Project Work Areas

The vertical disturbance areas for the new wastewater treatment facility vary depending on the proposed construction activities for this component of the project. The area in which the new wastewater treatment facility will be situated will be excavated to an average depth of 30 feet while the depth for the adjacent wastewater dispersal area will be two feet. The maximum depth for all of the trenching associated with sewer force pipes, water pipes and electrical conduits will be four feet. The maximum depth of excavations needed to install the lift stations, urine storage tanks, and lift station control panels at the north and south restrooms will be 15 feet. It is anticipated that approximately groundwater sampling wells will be installed to a depth of approximately 20 feet.

Other Items of Work

Construction of Alternative 3 will also include the following associated items of work:

Down Drain Work

Approximately 200 feet of drainage channel, carrying water from an existing cross culvert and down drain serving I-5, would be realigned to establish a buffer zone between the new waste water treatment facility and the drainage channel.

Tree Removal

Approximately 30 trees would be removed in order to accommodate the trenching required for the construction of the wastewater treatment system and associated utility work. All efforts will be made to minimize the number of trees removed.

Electrical System Upgrade

Various upgrades to the existing electrical system would include; replacement of the existing electrical service transformer and meter, upgrading the electrical equipment in the existing water treatment building, integrating the water treatment equipment into the new wastewater treatment system, and installation of a Close Circuit Television (CCTV) camera.

Backup Generator

A backup generator would be installed to ensure that the Collier SRRA remains opens during power outages. The backup generator would be placed in the northeast corner of the SRRA, near an existing storage room. The generator and main switch panel would be placed on a concrete foundation that measures approximately 20-feet long by 12-feet wide. Preparations for the construction of this foundation would entail ground disturbance to a depth of three feet. Secured fencing would be constructed around the backup generator area. The fenced area surrounding the backup generator would measure approximately 20-feet wide by 28-feet long. The enclosure around the backup generator would consist of a six-foot-tall chain link fence attached to metal posts that are embedded in the ground to a depth of two and one-half to three feet.

OSHA Compliant Break Room Alternatives

Additional proposed items of work to be constructed under a separate contract include the construction of a break room for the SRRA janitorial staff employees. At the present time, the janitorial staff do not have a break room meeting California Division of Occupational Safety and Health (Cal/OSHA) regulations and currently use the existing restroom plumbing alley to take lunch and required rest breaks during inclement weather.

Break Room Preferred Alternative

The Caltrans preferred alternative (Alternative 1) entails the construction of a 150-square foot structure on the west side of the existing visitor center and behind (directly west) of the north restroom. The structure would be hexagonal in shape with an exterior to coordinate with the architectural design of existing structures. The building would be placed in an area that is currently landscaped with lawn and would be approximately 16 feet wide. The proposed building site is located immediately adjacent to water, power, and sanitary sewer connections, and will minimize the ground disturbance and cost associated with extending these utilities to the new

structure. This location is also beneficial in that its proximity to the main work area has efficiencies and provides greater oversight and safety for the workers. Construction of the break room in this location would require footings approximately two-feet deep and trenching for utilities at a depth of approximately three-feet from the existing electrical panel on the northern restroom.

Alternatives Considered But Eliminated From Further Discussion

The Project Initiation Scoping Document (completed prior to the APS, in 2011) recommended developing a groundwater well for the potable water system in order to eliminate surface water impacts and operational issues. This alternative was investigated through site investigations and found to be unviable.

Water Supply System Alternative 1

In order to investigate WS Alternative 1, Caltrans drilled two test wells to determine the quality and flow of any potential well. Neither well produced what would be considered an adequate quality or quantity of water eliminating this option as a feasible alternative.

Water Supply System Alternative 2a

An investigation into WS Alternative 2 indicates that recent work done by Caltrans Maintenance staff has improved the production of the water intake gallery so that the complete replacement of the water treatment system is unnecessary. Based on this work, Caltrans has developed a modification of WS Alternative 2 (WS Alternative 2b) which entails only selected improvements to the system.

Waste Water Treatment System Alternative 1a

Investigations into locating a new leach field within the median of I-5 determined that there was not sufficient area within the median for a leach field. This alternative was determined to be infeasible.

Waste Water Treatment System Alternative 1b

Investigations into WWTS Alternative 1b, which would locate the leach field east of I-5 determined that in order to construct this alternative Caltrans would have to acquire new right-of-way for the leach field and construct a new force sewer main across the SRRA along the Klamath River Road leading from both the north and south restrooms. With this alternative, the lift stations and treatments components of the WWTS would still be located at the Collier SRRA in the same location.

The proposed location of the new force sewer main would be in close proximity to Williams Creek, and the cost associated with its construction would be very high. Moreover, between the completion of the Project Study Report in September 2011 and completion of the APS in April of 2013, the State Water Discharge Requirements

for Onsite Wastewater Treatment Systems were revised, causing Caltrans to re-examine all of their original alternatives.

It was determined that the system proposed under WWTS Alternative 1a and b using leach fields would not meet the current Water Discharge requirements. It was also determined that a Conventional Onsite Wastewater Treatment System that only utilizes septic tanks and leach fields would not achieve the reduction of nitrates, phosphates and Biological Oxygen Demand (BOD) in wastewater that is required by current NCRWQCB regulations. For these reasons WWTS Alternatives 1a and 1b were determined to not meet the purpose and need of the project and were eliminated from further consideration.

Waste Water Treatment System Alternative 2

Analysis into the selection of WWTS Alternative 2, which would install a package wastewater treatment plant on site, was conducted by Caltrans. It was determined that the effluent produced by such plants would typically meet the NCRWQCB discharge regulations. However, this alternative would require a licensed plant operator to run the system. Caltrans does not utilize staff in that job classification and would have to contract out the operation of this type of system.

Break room Alternative 2

In an effort to minimize impacts to a historic site, an additional location for the break room was developed and analyzed. An alternative which would locate a prefabricated building mid-way between the two existing restroom buildings was considered. It was determined that this alternative would cause greater ground disturbance and impacts as plumbing and electrical lines would need to be trenched to this location. Because this alternative would increase ground disturbance in area containing relatively intact subsurface cultural deposits, it was eliminated from consideration.

Construction for the break room would take place after the installation of the water and wastewater treatment system has been completed and is currently planned for 2018. The cost of this alternative was estimated to be approximately \$250,000.

1.1.4 No Build Alternative (No Action alternative)

Under the No Build alternative for the water supply and waste water system project, no work would occur. This would lead to closure of the SRRA for non-compliance with the California Department of Public Health and the California Regional Water Quality Control Board statutes. The No Build Alternative does not meet the project's Need and Purpose.

Under the No Build alternative for the break room, construction of a new break room would not occur. Caltrans would not be in compliance with OSHA regulations and

staff would continue to take breaks in current conditions. The No Build Alternative does not meet the project's Need and Purpose.

Summary of Decision Making Process

The three alternatives outlined in the Project Initiation Document were used as the starting point for developing a preferred alternative for the water and waste water treatment system project. The Advanced Planning Study developed an additional suite of alternatives for each component of the water and waste water treatment system. As demonstrated in Table 1. Alternatives Comparison Matrix, the alternatives not carried forward in the preferred alternative for the water and waste water treatment components of the project were determined to be infeasible and do not meet the project's purpose and need. Additionally, a new alternative, beyond what was outlined in the Project Initiation Document and Advanced Planning Study was developed in an attempt to avoid and/or minimize impacts to a historic property. While the components of the new system remained the same, a new alternative was developed that would move the wastewater treatment portion of the system from the originally proposed location, thus minimizing impacts to the historic property. The preferred alternative carried forward incorporates this new location of the waste water treatment portion of the system.

The Project Initiation Form for the break room project described two alternatives without specifying a location of a break room building. As with the water and waste water treatment system project, a new location beyond what was originally developed was considered in an attempt to avoid and/or minimize impacts to a historic property. In the case of the break room project, the original proposal of locating the break room directly behind the north restroom building was the option which had the least impacts to the historic site, so that option is carried forward as the preferred alternative.

As shown on the Alternatives Comparison Matrix, the preferred alternatives carried forward for both the water and waste water treatment project and the break room project, are considered to be feasible, and also meet the purpose and need of each project with the least environmental impacts.

Permits and Approvals Needed - Water and Waste Water Project

The following permits, reviews, and approvals would be required for project construction:

Table 2. Water and Waste Water Project Approvals		
Water and Waste Water Project Approvals		
Agency	Permit/Approval	Status
North Coast Regional Water Quality Control Board	Waste discharge permit	Pending
United States Forest Service (USFS) Klamath National Forest	Concurrence with Wild and Scenic River Determination	Pending
Caltrans Cultural Studies Office (CSO)	Concurrence with Section 106 Determination of Eligibility, Finding of Adverse Effect and Resolution of Adverse Effects	Concurrence Received
State Historic Preservation Officer	Concurrence with Section 106 Determination of Eligibility, Finding of Adverse Effect and Resolution of Adverse Effects	SHPO has concurred with Caltrans' Section 106 Determination of Eligibility and Finding of Adverse Effect. Resolution of Adverse Effects proposal is ongoing.
Advisory Council of Historic Preservation	Notification Adverse Effects and Memorandum of Agreement for Resolution of Adverse Effects	Complete
Shasta Nation	Consultation on Determination of Eligibility, Finding of Adverse Effect and Resolution of Adverse Effects	In Progress

Permits and Approvals Needed - Break Room Project

The following permits, reviews, and approvals would be required for project construction:

Table 3. Break Room Project Approvals		
Break Room Project Approvals		
Agency	Permit/Approval	Status
Caltrans Cultural Studies Office (CSO)	Concurrence with PRC 5024, CEQA and W-26-92	Concurrence Received
State Historic Preservation Officer	Concurrence with PRC 5024, CEQA and W-26-92	Concurrence Received
California State Fire Marshal	Building plan approval	Approved

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the projects, the following environmental issues were considered, but no adverse impacts were identified. There is no further discussion of these issues in this document.

- **Aesthetics:** The project is located in a developed area consisting of parking lots, landscaping, and areas housing existing maintenance systems and structures associated with the highway rest area. The waste water treatment system would be located primarily underground and the above ground portions would be located beyond the boundary of the publicly used portion of the area. Temporary disturbance would occur during construction, but the area would be restored after construction. The break room is being designed to coordinate with existing structures in a cohesive manner. The project would not impact visual resources. Construction of the projects would allow the Collier SRRA to remain open long term, allowing the public access to a safe rest area in an aesthetically pleasing environment.
- **Air Quality:** All areas of Siskiyou County are listed as attainment areas for ozone, nitrogen dioxide, carbon monoxide, and PM 2.5 or PM 10 per the Environmental Protection Agency's Green Book of non-attainment areas. Thus, Transportation Conformity Does not apply to the project. Caltrans Standard specifications pertaining to dust control and dust palliative requirements would reduce and control emission impacts during construction.
- **Biological Resources:** A Natural Environment Study (NES) was completed in December of 2015. The project area is a previously disturbed, developed, landscaped rest area. None of the project alternatives would impact any special status plants, wildlife, waters, or wetlands or the function and value of any federal/state waters or wetlands. In accordance with Caltrans standard practice, tree removal would occur during the non-nesting season to avoid the take of any migratory bird species. To ensure that construction activities do not inadvertently encroach into riparian vegetation areas outside the identified area of disturbance, fencing will be installed prior to construction activities to delineate the project area. The project will have no effect on biological resources.
- **Community Impacts:** The project would not impact community character or cohesion or result in relocation of businesses or residences. There are no residences in the project area, and no residences are impacted by the project. The project area is within Caltrans existing right of way. No additional right of way acquisition or temporary use agreements are needed for this project.
- **Environmental Justice:** No identified minority or low-income populations would be adversely affected by the project. The project is in a remote, rural area along an interstate highway. There are no residences or communities in the project area or vicinity.

- **Farmland and Forest Resources:** The project would not impact any farmland, timberland, convert any farmland to non-agricultural use, or impact any land held in a Williamson Act contract. There are no such lands in the project area or vicinity.
- **Geology, Soils, Seismicity and Topography:** No project impacts are anticipated related to geology, soils, seismicity or topography. Studies completed for the project indicated that groundwater within the project area is several hundred feet deep. There are no major topographic or geologic features within the project area. The projects would be designed to meet current seismic standards.
- **Growth:** The project would only address deficiencies in the water and waste water systems and construct a break room at an existing Safety Roadside Rest Area. It would not involve any change in land use or induce growth.
- **Hazards and Hazardous Materials:** An Initial Site Assessment was completed in February 2015. As a manner of standard practice, Caltrans construction contracts include provisions to ensure materials being removed from the site during construction such as tanks or any remaining sludge are tested to ensure proper handling, disposal and worker/public safety.
- **Hydrology and Floodplain:** The project does not constitute a significant floodplain encroachment as defined in 23 CFR 650.105 and is not a longitudinal encroachment. It is anticipated that flood flows would be able to follow their historic patterns after construction of the project and therefore there would be no adverse effect upon hydrology or the floodplain.
- **Land Use and Planning:** The project would not conflict with any applicable land use plan, policy, or regulation.
- **Mineral Resources:** The project would not impact mineral resources because there are no known resources in the area and none are delineated on a local general plan, specific plan, or other land use plan.
- **Noise and Vibration:** All noise impacts would be temporary in nature caused by construction activities. There are no sensitive receptors within or close to the project area. Additional noise investigation in accordance with Caltrans/FHWA Traffic Noise Analysis Protocol is not required.
- **Paleontology:** There are no known paleontological resources within the project limits. Based on geological conditions, paleontological resources are unlikely to be encountered in this area.
- **Population and Housing:** The project would have no impact on population or housing. It will not induce growth or displace any housing or people. There are no residences or communities in or near the project area.
- **Public Services and Transportation:** The project would not result in traffic delays, but it is anticipated that the entire SRRA would be closed for one entire construction season for construction of the water/waste water treatment project. A construction season may begin as early as April and end as late as mid-November. Motorists would be required to seek alternate stopping points. The nearest SRRA to the south of Collier is the Weed Airport SRRA, which is 33 miles south. Non-SRRA alternate

stopping opportunities (such as gas stations or restaurants) exist four miles to the north and ten miles south of the Collier SRRA. The city of Ashland, Oregon which offers a variety of alternate stopping opportunities is approximately 26-miles to the north of the Collier SRRA and the city of Yreka is located approximately 11-miles south of the Collier SRRA. Release of information through brochures and mailers, press releases, and advertisements managed by the public information office would occur as would use of fixed and portable changeable message signs to notify motorists of the closure.

- Parks and Recreational facilities: The project is located in an existing SRRA. There are no recreational facilities within the project vicinity.
- Utilities and Service Systems: The project would replace an existing water and waste water treatment system bringing the SRRA facility into regulatory compliance. The project would result in a beneficial effect to the environment.

Discussion of Environmental Impacts

2.1 Human Environment

2.2 Cultural Resources

Regulatory Environment

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

2.2.1 National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council of Historic Preservation. This is codified in the Code of Federal Regulations (CFR) Section 36 CFR 800.

The proposed project will receive federal funding and is, therefore, subject to review under the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, and the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (2014 First Amended PA)*. The 2014 *First Amended PA* implements the Advisory Council’s

regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Moving Ahead for Progress in the 21st Century Act (23 USC 327) (October 1, 2012). Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties that are eligible for preservation in place.

2.2.2 California Register of Historical Resources

At the State level, historical resources are considered under CEQA, as well as PRC Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet NRHP criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 requires state agencies to provide notice to and consult with SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Since the Collier SRRA is a state-owned facility, it is also subject to review under the 2014 *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (PRC 5024 MOU)*.

Affected Environment

The analysis in this section is based on the Historic Property Survey Report (HPSR) prepared for this project (Caltrans September 2015). The HPSR incorporates the results of the Archaeological Survey Report (ASR), Finding of Effect Report (FOE), the Environmentally Sensitive Area (ESA) Plan and the Archaeological Evaluation Report (AER). The AER was prepared for by Far Western Anthropological Research Group, Inc., in 2015 to evaluate the eligibility of a prehistoric site for the NRHP. Results of these analyses have been incorporated, as appropriate, in this section.

Methodology

Delineation Area of Potential Effects

The study area for cultural resources is identified by the Area of Potential Effects (APE), which encompasses all areas that fall within the physical footprint of the proposed improvements (i.e., Build Alternative) and areas that may either be directly or indirectly affected by project-related construction activities. The APE for the proposed project encompasses 48 acres and is entirely within the state-owned right of way. It contains the full project footprint including all areas of direct impacts, the full horizontal extent of all project activities, and the boundaries of all cultural resources located within and/or immediately adjacent. The vertical ADI for the project varies greatly within the project APE with excavations depths ranging from three feet to 15 feet for utility alterations to

30-feet for the excavation of the new wastewater treatment facility. The Area of Direct Impacts (ADI), which is smaller in size, is approximately 6.24 acres. The ADI focuses on the direct impacts to historic properties that will take place as a result of this project.

Records Search

A records search was conducted by Caltrans cultural staff at the California Historical Resources Information System (CHRIS), Northeast Information Center (NEIC) at California State University, Chico on November 25, 2013. The search included a review of all known cultural resource investigations, reports and prehistoric and historical archaeological sites within a one-mile radius of Collier SRRA. The Caltrans District 2 Historic Map Files, Caltrans Cultural Resource Database, United States Federal Census Records, and Land Case Files and Government Land Plats maintained by the Bureau of Land Management were also examined.

The record search revealed that the only previous archaeological surveys and/or investigations conducted within the APE were those performed by Caltrans in association with various upgrades and new construction projects related to the SRRA (Adamson 2013; Dalldorf 2013; Hamusek 2001, 2003a and 2003b). The record search also identified three previously recorded prehistoric archaeological sites within a 0.25-mile radius of the APE and one previously recorded prehistoric archaeological site within the APE that had been designated as CA-SIS-329. With the exception of CA-SIS-329, the remaining three resources are outside of the current APE and are discussed in detailed in the ASR (Hamusek 2015).

Native American Consultation

In June of 2013, Sacred Lands File search was conducted by the Native American Heritage Commission (NAHC) determined that no sacred sites were known within or near the APE. The NAHC also provided a list of interested Native American groups and individuals in the study area. Letters requesting input and notification under PRC 21080.3.1 and Chapter 532 Statutes of 2014 (AB 52) from interested parties were sent to the Native Americans groups and individuals in June 2013, with an update letter describing the revised project limits in April 2015.

Pedestrian Survey

Archaeological Resources

The archival records search and archaeological field survey for the APE revealed the presence of one prehistoric archaeological site within the project limits – CA-SIS-329. Archaeological excavations at CA-SIS-329 have revealed that this prehistoric site contains two localized deposits. The site was determined eligible for inclusion in the

NRHP under Criterion D at the local and regional level of significance because site deposits have the ability to address site specific, as well as important local and regional prehistoric research issues in addition to higher order research questions.

Archaeological site CA-SIS-329 is also a historical resource for the purposes of CEQA as outlined in CEQA Guidelines §15064.5 and PRC §5024.1 and is eligible for listing in the California Register of Historical Resources. The SHPO concurred with Caltrans finding that CA-SIS-329 is eligible for listing on the National Register of Historic Places under only Criterion D, at the local and regional level of significance in a letter dated December 4, 2015.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caltrans' Professionally Qualified Staff (PQS) level Archaeologist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Historic Resources

In addition to the records search, a review of historic and current maps and field surveys were conducted to determine whether historical architectural resources were present within the APE. Two historic-era properties were encountered within the APE. These structures were recorded during fieldwork on July 22, 2015. Subsequent to the Section 106 PA application, both resources were recorded on DPR 523 forms which can be found in Appendix B of the ASR, and Attachment A of the HPSR. The first resource includes a short segment of a water transmission feature (P-47-005256) which is exempt from evaluation per the Section 106 PA and 5024 MOU.

Located at the far southern end of the project APE, the second resource, CA-SIS-5255H, is a 770-foot-long segment of the California Oregon Stage Road that served as the main transportation link between Sacramento, California and Portland, Oregon from 1860 to 1887. Due to the length of this resource in relation to the segment present within the limits of the project, formal evaluation for eligibility to the National Register was considered to be beyond the scope of the present project. In addition, this resource is located well outside of the area where ground disturbing project work is planned. In accordance with Stipulation VIII.C.4 of the *2014 First Amended PA* and Stipulation VIII.C.3 of the *PRC 5024 MOU*, Caltrans has presumed that CA-SIS-5255H is eligible for

inclusion in the NRHP for the purposes of this project and is a historical resource for the purposes of CEQA.

Because the Build Alternative would include construction activities and excavations near CA-SIS-5255H, the resource area will be designated as an Environmentally Sensitive Area (ESA) and an ESA Action Plan will be developed to avoid all adverse effects to this resource. The ESA Plan identifies protocol for establishing, installing, and monitoring by a qualified archaeologist of the ESA area in order to protect the resource.

Environmental Consequences

No Build Alternative

The No Build Alternative for all project components would not result in any changes to the existing conditions at CA-SIS-329 or CA-SIS-5255H; therefore, there would be no impacts and no historic properties would be affected.

Build Alternative

Based on the investigations conducted, there is one prehistoric archaeological site and one historic-era property within the Build Alternative's APE. According to CFR 800.5(a)(1), an adverse effect on a historic property may occur when a project would alter, directly or indirectly, any of the characteristics of the property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

The originally proposed location for the main portion of the wastewater treatment system was within the Collier SRRA. As the environmental studies for the project progressed, it was determined that the design proposal outlined in the originally preferred alternative would result in adverse impacts to a significant portion of a property that Caltrans determined was eligible for the National Register of Historic Places (NRHP) and was determined to be a historical resource for CEQA. When a project is determined to have adverse effects pursuant to Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California, federal law specifically requires the development and considerations of "alternatives" and "modifications" to the project that would "avoid, minimize, or mitigate" harm to historic properties.

In March of 2015, the Project Development Team (PDT) met to discuss the various alternatives that were available and agreed to explore alternatives beyond those outlined in the Project Initiation Document and Advanced Planning Study in an attempt to avoid and/or minimize impacts to the historic property. While the components of the new system remained the same, a new alternative was developed that would move the location of the wastewater treatment portion of the system in order to minimize impacts

to the historic property. The location developed by the PDT during is the preferred alternative identified in this Initial Study/Environmental Assessment and was the alternative used to analyze effects. Table 4 summarizes the build project effects by resource with further discussion following.

Table 4. Build Project Effects by Resource			
Site Reference	Eligibility Status <i>National Register of Historic Places</i>	Eligibility Status <i>CEQA Historical Resource</i>	Project Effect
CA-SIS-5255H	Presumed eligible for NRHP	Presumed eligibility as a Historical Resource	With Environmental Sensitive Area, No Adverse Effect
CA-SIS-329	<p>Evaluated and determined to be eligible for the NRHP, Under Criterion D.</p> <p>Portions of the site within the project impact area is are contributing elements.</p>	<p>Determined to be a historical resource for CEQA. Meets CEQA guidelines 15064.5(a)(3)(c)</p> <ul style="list-style-type: none"> • Portions of the site within the project impact area is are contributing elements. 	Adverse Effect

CA-SIS-5255H

- CA-SIS-5255H has been assumed eligible for inclusion in the NRHP and it is located well outside of the Area of Direct Impacts for the Build Alternative. The Finding of Effect Report determined that the project would have No Adverse Effect on this site if ESA Plans were established to protect the property. The ESA Plan includes enforcement measures and standard conditions to support a finding of No Adverse Effect under Section 106. The plan was filed with the Caltrans Cultural Studies Office (CSO) and California State Historic Preservation Officer (SHPO) for concurrence.

CA-SIS-329

- Caltrans Build Alternative associated with this project includes the removal and replacement of existing septic tanks, installation of new lift station, lift station control panels, installation of urine storage tanks behind the northern rest room facility, and construction off an OSHA compliant employee break room behind the northern rest room facility. The Build Alternative would result in (1) physical destruction or, alteration and removal of portions of CA-SIS-329 site deposit that are considered contributing elements to the site's overall eligibility under Criterion D. Consequently, the project would result in physical destruction and damage/or damage as defined under 36 CFR 800.5(2) (i) and is therefore considered an Adverse Effect. On December 4, 2015, the SHPO concurred that there were no reasonable alternatives by which adverse effects can be avoided at CA-SIS-329 and they concurred that the project will have an adverse effect on this historic property (Appendix G).

Since CA-SIS-329 has been determined important chiefly for its information value and thus has minimal value for preservation in place, Caltrans has determined that there will not be a use of a Section 4(f) resource and a Section 4(f) evaluation is not necessary.

Avoidance, Minimization, and/or Mitigation Measures

- Mitigation measures for CA-SIS-329 will be presented in a executed memorandum of agreement (MOA) document that will be submitted to SHPO under separate cover, pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1). Potential mitigation measures could include the implementation of a data recovery treatment program in the area where historic properties will be impacted by the project. The data recovery treatment program will be conducted according to guidelines in the Secretary of Interior's *Standards for the Treatment of Historic Properties*, the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the Advisory Council on Historic Preservation's *Treatment of Archaeological Properties: A Handbook*. A treatment plan, which will guide the work, will be prepared by persons meeting the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739). The results of the

research program will be reported consistent with the guidance given in 42 FR 5377-5379.

- Additional provisions of the MOA could include a public outreach component that would be developed in order to disseminate the information obtained as a result of the data recovery treatment program in a manner that is judged to be beneficial for the public. Potential interpretive elements could include development of Native American plant use trail walk, interpretive signage and displays, lesson plans, and web sites.
- Per the ESA Action Plan, unintentional adverse effects on CA-SIS-329 and CA-SIS-5255H will be avoided by establishing ESAs and Archaeological Monitoring Areas (AMA) around the archaeological site boundaries within the APE, and the high sensitivity locations within the project limits during construction. The ESA and AMA areas will be designated by signage and/or temporary orange-mesh fencing erected to bar entry into certain site areas.

A summary of the ESA and AMA Action Plan are outlined below. Caltrans shall inform interested Native Americans about the proposed project activities and the ESA and AMA Action Plan prior to construction.

- The Caltrans PQS Archaeologist shall review the final design package to ensure that the ESAs and AMAs are appropriately included in the plans and specifications, and can clearly guide construction, and will notify the appropriate Native American groups and individuals.
- At least three weeks in advance, the Caltrans Resident Engineer (RE) and Archaeologist will coordinate to clearly delineate and install the ESAs and AMAs as specified.
- Prior to construction workers shall be informed of the ESA, the AMAs, and monitoring methods and expectations.
- The Caltrans RE and Archaeologist will coordinate prior to construction and ensure that a Native American monitor and archaeologist will be present for all construction activities as outlined in the Native American Monitoring and Treatment Plan (under development).
- During construction, the Caltrans PQS Archaeologist, or their designee, will periodically inspect the ESAs and along with a Native American will monitor all construction activities within the designated AMAs. Post construction, the Caltrans PQS Archaeologist will assist in any necessary post construction tasks.

- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caltrans' PQS Archaeologist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

2.3 Physical Environment

Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. Known today as the Clean Water Act, the act has been amended by Congress several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the National Pollutant Discharge Elimination System permit scheme. The following are important Clean Water Act sections:

Sections 303 and 304 require states to tell the public about water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge would comply with other provisions of the Clean Water Act. Section 401 compliance is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharge (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharge of storm water from industrial/construction and municipal separate storm sewer systems.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers.

The objective of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of the nation's waters.

State Requirements

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the state include more than just Waters of the U.S. for example, groundwater and surface waters not considered Waters of the U.S. Also, the Porter-Cologne Act prohibits discharges of waste as defined and this definition is broader than the Clean Water Act definition of pollutant. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable Regional Water Quality Control Boards Basin Plan. States designate beneficial uses for all water-body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with the Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents, and the standards cannot be met through point source controls, the Clean Water Act requires the establishment of total maximum daily loads that specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, water pollution control, and water quality functions throughout the state. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollution Discharge Elimination System Program

Section 402(p) of the Clean Water Act requires the issuance of National Pollution Discharge Elimination System permits for five categories of storm water dischargers, including municipal separate storm sewer systems. The U.S. Environmental Protection Agency defines municipal separate storm sewer systems as any conveyance or system

of conveyances—roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains—owned or operated by a state, city, town, county, or other public body having jurisdiction over storm-water conveyances designed or used for collecting or moving storm water. The State Water Resources Control Board has identified Caltrans as an owner/operator of municipal separate storm sewer systems. The National Pollution Discharge Elimination System permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control Board issues National Pollution Discharge Elimination System permits for five years. Permit requirements remain active until a new permit has been adopted.

The Caltrans Municipal Separate Storm Sewer Systems Permit, under revision at the time of this update, contains three basic requirements:

- Caltrans must comply with the Construction General Permit (see below).
- Caltrans must use a year-round program throughout the state to effectively control storm water and non-storm water discharges.
- Caltrans storm water discharges must meet water quality standards through the use of permanent and temporary (construction) best management practices and other measures.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Statewide Storm water Management Plan assigns responsibilities within Caltrans for using storm water management procedures and practices as well as training; public education and participation; monitoring and research; program evaluation; and reporting activities. The Statewide Storm water Management Plan describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. The water management plan outlines procedures and responsibilities for protecting water quality, including the selection and implementation of best management practices. The proposed project would be programmed to follow the guidelines and procedures outlined in the latest Statewide Storm water Management Plan to address storm water runoff.

Construction General Permit

The Construction General Permit (Order No. 2009-009-DWQ), became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a disturbed soil area of 1 acre or greater, and/or are smaller construction sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in

soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if there is potential for significant water quality impairment as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop storm water pollution prevention plans; use sediment, erosion, and pollution prevention control measures; and obtain coverage under the Construction General Permit.

For all projects subject to the Construction General Permit, applicants are required to develop and use an effective Storm water Pollution Prevention Plan. In accordance with the Caltrans Standard Specifications, a Water Pollution Control Plan is necessary for projects with disturbed soil areas less than 1 acre.

Regulatory Setting: Wastewater (Septic) Systems

The wastewater systems serving the SRRA are under the jurisdiction of the North Coast Regional Water Quality Control Board (RWQCB) through the Porter-Cologne Act. Most systems handling flows similar to those found at the SRRA are typically regulated by the RWQCB under Waste Discharge Requirements (WDR) that permit the discharge to the waters of the State. These WDRs are either through the General Order (discussed below) or Individual Waste Discharge Requirements with specific effluent discharge limits. Individual WDR limits are set based on a multitude of parameters including: daily flow, waste strength, site conditions and the threat to water quality. The R.E. Collier SRRA does not have WDR or a waiver issued by the RWQCB. In some cases, the RWQCB can enroll projects under a broader State Water Resources Control Board Water Quality Order 97-10

(http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/1997/wq_1997_10.pdf), referred to as the General Order. For systems to be covered under the General Order, specific daily flow, waste strength and site conditions must be met.

Klamath River TMDL

The US EPA has established Total Maximum Daily Loads (TMDL) for temperature, dissolved oxygen, nutrients, organic matter, and microcystin in the Middle and Lower Hydrologic Areas of the Klamath River. In 2010, the North Coast RWQCB adopted an Implementation Plan for the Klamath River TMDL

(http://www.waterboards.ca.gov/northcoast/water_issues/programs/tmdls/klamath_river/100927/03_BasinPlanLanugage_Klamath_Lost.pdf). Of note, the TMDLs for nutrient and organic loading focus on total nitrogen (TN), total phosphorus (TP), and carbonaceous biochemical oxygen demand (CBOD) as these constituents promote algae growth and decay, impacting dissolved oxygen levels and microcystin levels in the Klamath River. These constituents are also commonly regulated in the permitting of OWTS under discharge requirements. The Implementation Plan for the TMDL assigns

load allocations for TP, TN, and CBOD for various source areas along the Klamath River. The sum of these load allocations is the TMDL.

The SRRA is situated along the Klamath River in a source area identified in the Implementation Plan as *Tributaries between Iron Gate Dam and the Shasta River*. This source area is allocated a total daily load of 49 lb. TP, 317 lb. TN, and 3,039 lb. CBOD. The Implementation Plan does not specifically include reference to septic systems and their load allocations, nor does it inventory the loads included in the allocation.

Statewide OWTS Policy

The State Water Resources Control Board (State Water Board) adopted the Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (OWTS Policy) (http://www.swrcb.ca.gov/water_issues/programs/owts/docs/owts_policy.pdf). This Policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements and sets the level of performance and protection expected from OWTS.

The OWTS Policy went into effect May 13, 2013 and set standards for systems (OWTS) that are constructed, replaced, subject to a major repair, that pool or discharge waste to the surface of the ground, and that have affected, or will affect, groundwater or surface water to a degree that makes it unfit for drinking water or other uses, or cause a health or other public nuisance condition. The policy covers systems with receiving flows less than 10,000 gpd (gallons per day). The OWTS Policy also includes (1) minimum operating requirements for OWTS that may include siting, construction, and performance requirements, (2) requirements for OWTS near certain waters listed as impaired under Section 303(d) of the Clean Water Act, (3) requirements authorizing local agency implementation of the requirements, (4) corrective action requirements, (5) minimum monitoring requirements, (6) exemption criteria, (7) requirements for determining when an existing OWTS is subject to major repair, and (8) a conditional waiver of waste discharge requirements. The RWQCBs are required to incorporate the standards established in the OWTS Policy, or standards that are more protective of the environment and public health, into their water quality control plans.

North Coast RWQCB Policy

The North Coast RWQCB has a policy addressing On-site Waste Treatment and Disposal Practices. This policy is the basis for the siting, design and permitting of OWTS in the North Coast Region. The policy covers horizontal setback requirements, vertical separation requirements from impervious soil strata and groundwater. The RWQCB Policy also outlines soil application rates to dispersal trenches based on the soil type and percolation rates. This is important because the application rate dictates the sizing of the dispersal trenches for the OWTS.

Regulatory Setting - Water System

The water system serving the R.E. Collier SRRA is regulated as a Transient Non-Community Waste System by the California Department of Public Health (CDPH) Division of Water and Environmental Management under the Drinking Water Program. The drinking water system number is 4700554. The SRRA draws surface water indirectly from the Klamath River through an infiltration gallery.

Affected Environment

An Advanced Planning Study was completed in February 2013 which included analysis of regulatory compliance issues and options for compliance with various regulations for onsite wastewater treatment systems (OWTS). The APS did not include study of the break room project as it was not necessary.

The Clean Water Act requires the identification of water bodies that are considered impaired, which means the water body does not meet water quality standards. These water bodies must then be placed on the "Clean Water Act Section 303(d) List of Water Quality Limited Segments." The Klamath River is currently listed as being impaired in the EPA's 2010 303 (d) list.

Environmental Consequences

Short-term impacts to water quality within the area may occur during project construction. Long-term impacts to water quality impacts associated with the project may occur from pollutants entering the Klamath River. The scope of work would not include any work within the bed and bank of the Klamath River, alter the existing water intake located within the river bed, and it would not change the 100-yr flood elevation because it is not changing the hydraulics of the river. Due to the design, permitting, and site-specific conditions of this project, the potential long-term impacts to water quality are considered beneficial and not adverse. The current waste water treatment system must comply with new requirements adopted in the new 2013 OWTS policy. This project will comply with the new environmental requirements and will reduce the environmental impact of this facility.

Best Management Practices

Design Features

The proposed water and waste water treatment system is proposed for the Collier SRRA to meet new meet new environmental regulations and meet Caltrans goals of a sustainable transportation facility. The design of the proposed upgrade is being carried out in coordination with the North Coast RWQCB, the agency responsible for permitting the replacement system. The final design of the system must be approved the NCRWQCB in order to meet stringent water quality standards.

Temporary Construction Measures

Standard temporary construction site and permanent design pollution prevention and permanent storm water treatment best management practices would be used during and after project construction to control potential discharges of pollutants to surface water. Best management practices would be designed to control general gross pollutants and sedimentation/siltation, depending on location.

Storm water Best Management Practices

A National Pollutant Discharge Elimination System Storm water Permit is required for the project along with any subsequent permit in effect at the time of construction. The contractor must comply with the requirements of the General National Pollutant Discharge Elimination System Permit for Construction Activities. The contractor would use best management practices as specified in the Caltrans Storm water Management Plan.

Storm water Pollution Prevention Plan

The contractor would be required to develop an acceptable Storm water Pollution Prevention Plan. The plan would contain best management practices that have demonstrated effectiveness at reducing storm water pollution. The plan would address all construction-related activities, equipment, and materials with the potential to affect water quality. All construction site best management practices would follow the latest edition of the Storm water Quality Handbooks and Construction Site Best Management Practices Manual to control and minimize the impacts of construction-related pollutants. The Storm water Pollution Prevention Plan would include best management practices to control pollutants, sediment from erosion, storm water runoff, and other construction-related impacts. In addition, the Storm water Pollution Prevention Plan would include the use of specific storm water effluent monitoring requirements based on the project's risk level to ensure that the best management practices are effective in preventing the degradation of any water quality standards.

2.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels. While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are mainly concerned with the emissions of greenhouse gases generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles make up the largest source of greenhouse gas-emitting sources. The dominant greenhouse gas emitted is CO₂, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change: “Greenhouse Gas Mitigation” and “Adaptation.” “Greenhouse Gas Mitigation” is a term for reducing greenhouse gas emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)¹.

There are four main strategies for reducing greenhouse gas emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower greenhouse gas-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.²

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Regulatory Setting

State

With passage of several pieces of legislation including state senate and assembly bills and executive orders, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley, Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this order is to reduce California’s greenhouse gas emissions to 1) year 2000 levels by 2010, 2) year 1990 levels by 2020, and 3) 80 percent below the year 1990 levels by 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

¹ http://climatechange.transportation.org/ghg_mitigation/

² http://www.fhwa.dot.gov/environment/climate_change/mitigation/

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that the Air Resources Board create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.”

Executive Order S-20-06 (October 18, 2006): This order established the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard for California. Under this order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007, Greenhouse Gas Emissions: This bill required the Governor’s Office of Planning and Research to develop recommended amendments to the California Environmental Quality Act Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill required the California Air Resources Board (CARB) to set regional emissions reduction targets from passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a “Sustainable Communities Strategy” (SCS) that integrates transportation, land-use, and housing policies to plan for the achievement of the emissions target for its region.

Senate Bill 391 (SB 391) Chapter 585, 2009 California Transportation Plan: This bill requires the State’s long-range transportation plan to meet California’s climate change goals under AB 32.

Federal

Although climate change and greenhouse gas reduction are concerns at the federal level, currently no regulations or legislation has been enacted specifically addressing greenhouse gas emissions reductions and climate change at the project level. Neither the U.S. Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration has issued explicit guidance or methods to conduct project-level greenhouse gas analysis.³ The Federal Highway Administration supports the approach that climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change

³ To date, no national standards have been established regarding mobile source greenhouse gases, nor has U.S. EPA established any ambient standards, criteria or thresholds for greenhouse gases resulting from mobile sources.

considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies outlined by the Federal Highway Administration to lessen climate change impacts correlate with efforts that the State is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in travel activity.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and EO 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 (October 5, 2009): This order is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also directs federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

The U.S. EPA’s authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that greenhouse gases meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the court’s ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six greenhouse gases constitute a threat to public health and welfare. So, it is the Supreme Court’s interpretation of the existing act and the EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions. The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of greenhouse gas emission standards for new cars and light-duty vehicles in April 2010.⁴

The U.S. EPA and the National Highway Traffic Safety Administration are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced greenhouse gas emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever greenhouse gas regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle greenhouse gas regulations.

The final combined standards that made up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards implemented by this program are

⁴ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

expected to reduce greenhouse gas by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

On August 28, 2012, the U.S. EPA and National Highway Traffic Safety Administration issued a joint Final Rulemaking to extend the national program for fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model year 2017-2025 standards, this program is projected to save approximately four billion barrels of oil and two billion metric tons of greenhouse gas emissions.

The complementary U.S. EPA and National Highway Traffic Safety Administration standards that make up the Heavy-Duty National Program apply to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). Together, these standards will cut greenhouse gas emissions and domestic oil use significantly. This program responds to President Barack Obama's 2010 request to jointly establish greenhouse gas emissions and fuel efficiency standards for the medium- and heavy-duty highway vehicle sector. The agencies estimate that the combined standards will reduce CO₂ emissions by about 270 million metric tons and save about 530 million barrels of oil over the life of model year 2014 to 2018 heavy duty vehicles.

Project Analysis

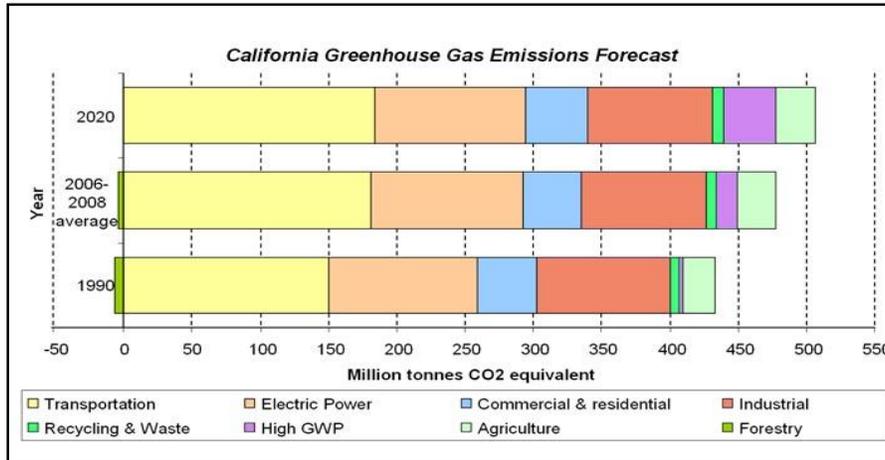
An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of greenhouse gas.⁵ 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. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce greenhouse gas emissions. As part of its supporting documentation for the Draft Scoping Plan, the Air Resources Board released the greenhouse gas inventory for California (forecast last updated: October 28, 2010). See Figure 2-1. The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the scoping plan were implemented. The base year used for forecasting

⁵ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

emissions is the average of statewide emissions in the greenhouse gas inventory for 2006, 2007, and 2008.

Figure 2-1 California Greenhouse Gas Forecast



Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing greenhouse gas emission reduction and climate change. Recognizing that 98 percent of California's greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human-made emissions are from transportation, Caltrans has created and is implementing the Climate Action Program that was published in December 2006.⁶

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. The project is located at a rest area and would

⁶ Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

have no impact on vehicle miles traveled nor would it increase capacity. An increase in greenhouse gas emissions during operation is not anticipated.

CEQA Conclusion

While the project would result in a slight increase in greenhouse gas emissions during construction, it is anticipated that the project will not result in any increase in operational greenhouse gas emissions. While it is Caltrans’ determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it is too speculative to make a significance determination regarding the project’s direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Caltrans continues to be involved on the Governor’s Climate Action Team as the Air



Figure 2-2 Mobility Pyramid

Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from then-Governor Arnold Schwarzenegger’s Strategic Growth Plan for California. The plan targeted a significant decrease in traffic congestion below 2008 levels and a corresponding reduction in greenhouse gas emissions, while accommodating growth in population and the economy. The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational

improvements as shown in Figure 2-2: Mobility Pyramid.

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities, but does not have local land use planning authority. It assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. Caltrans is doing this by supporting ongoing research efforts at universities, supporting legislative efforts to increase fuel economy, and participating on the Climate Action Team. It is important to note, however, that control of fuel economy standards is held by the U.S. EPA and Air Resources Board.

Caltrans is also working toward enhancing the State’s transportation planning process to respond to future challenges. Similar to requirements for regional transportation plans under Senate Bill 375 (Steinberg 2008), Senate Bill 391(Liu 2009) requires the State’s long-range transportation plan to meet California’s climate change goals under AB 32.

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future, statewide, integrated, multimodal transportation system.

The purpose of the California Transportation Plan is to provide a common policy framework that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, the California Transportation Plan 2040 will identify the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the State’s transportation needs.

Table 5 summarizes the departmental and statewide efforts that Caltrans is implementing to reduce greenhouse gas emissions. More detailed information about each strategy is included in the Climate Action Program at Caltrans (December 2006).

Table 5 Climate Change/CO₂ Reduction Strategies						
Strategy	Program	Partnership		Method/Process	Estimated CO₂ Savings Million Metric Tons (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated

Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, Cal EPA, ARB, CEC	Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services	Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team	Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries	2.5 % limestone cement mix	1.2	4.2
			25% fly ash cement mix > 50% fly ash/slag mix	0.36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs	Goods Movement Action Plan	Not Estimated	Not Estimated
Total				2.72	18.18

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013)⁷ provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

The following measures would also be included in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

1. According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District (APCD) rules, ordinances, and regulations for air quality restrictions. Construction measures to reduce greenhouse gas emissions include watering exposed surfaces for parking, staging areas, soil piles, graded areas and unpaved roads; limiting speeds on unpaved roads to 15 miles per hour; minimizing idling time of construction equipment when not in use by shutting off equipment or limiting idling time to 5 minutes; and maintaining equipment in accordance with manufactures specifications.
2. Climate Change/CO₂ Reduction Strategies are identified in Table 5.

⁷ http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/projects_and_studies.shtml

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can 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 intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011⁸, outlining the federal government’s progress in expanding and strengthening the nation’s capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provides an update on actions in key areas of federal adaptation, including building resilience in local communities, safeguarding critical natural resources such as freshwater, and providing accessible climate information and tools to help decision-makers manage climate risks.

Climate change adaptation must also involve the natural environment as well. Efforts are underway on a statewide level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change. This order set in motion several agencies and actions to address the concern of sea level rise.

In addition to addressing projected sea level rise, the California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop the California Climate Adaptation Strategy (Dec 2009)⁹, which summarizes the best-known science on climate change impacts to California, assesses California’s vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to Executive Order S-13-08 that specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation

⁸ <http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation>

⁹ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include public health; biodiversity and habitat; ocean and coastal resources; water management; agriculture; forestry; and transportation and energy infrastructure. As data continues to be developed and collected, the State's adaptation strategy will be updated to reflect current findings.

The National Academy of Science was directed to prepare a Sea Level Rise Assessment Report¹⁰ to recommend how California should plan for future sea level rise. The report was released in June 2012 and included:

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- Range of uncertainty in selected sea level rise projections.
- Synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- Discussion of future research needs regarding sea level rise.

In 2010, interim guidance was released by the Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise. Subsequently, CO-CAT updated the Sea Level Rise guidance to include information presented in the National Academy's Study.

All state agencies that are planning to construct projects in areas vulnerable to future sea level rise are directed to consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. This project is not located in an area that could be impacted by sea level rise.

All projects that have filed a Notice of Preparation (NOP) as of the date of Executive Order S-13-08, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and

¹⁰ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at http://www.nap.edu/catalog.php?record_id=13389.

economy of the state. The department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be needed to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to Executive Order S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

Chapter 3 California Environmental Quality Act Evaluation

3.1 Determining Significance under CEQA

The proposed break room project has no federal nexus. CEQA applies and NEPA does not apply to this project. The proposed water and waste water treatment system project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS), or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

Effects of the Proposed Project

This section of the document discusses the effects of the proposed project on the environmental factors presented in Chapter 2 of this Draft IS/EA and provides the corresponding CEQA significance determinations. All significance determinations were made prior to the consideration of avoidance, minimization, and/or mitigation measures. Refer to Appendix A for the CEQA Checklist.

No Effects and Less Than Significant Effects of the Proposed Project

Please refer to the discussion at the beginning of Chapter 2 for discussion of these effects.

Significant Environmental Effects of the Proposed Project

Both the water and waste water treatment system project and the break room project would have an adverse effect on an archaeological site within the project limits. The site reference number is CA-SIS-329. The site has been determined to be a historical resource for CEQA and also meets CEQA guidelines 15064.5(a) (3) (c). Portions of the site within the project impact area are contributing elements to the eligibility of the site.

Unavoidable Significant Environmental Effects

The proposed project would not result in any unavoidable significant environmental impacts.

Mitigation Measures for Significant Impacts under CEQA

CEQA defines mitigation as avoiding, minimizing, rectifying, reducing, and/or compensating for a significant impact. This section includes the proposed mitigation measures for each significant impact listed above. The avoidance and minimization measures included in Chapter 2 associated with environmental factors for which the proposed project would have a less than significant impact are standard construction, design, or stewardship measures, which are not considered “mitigation” in the context of CEQA and therefore are not listed in this section.

Cultural Resource CEQA Mitigation

- Mitigation measures for CA-SIS-329 will be presented in a executed memorandum of agreement (MOA) document that will be submitted to SHPO under separate cover, pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1). Potential mitigation measures could include the implementation of a data recovery treatment program in the area where historic properties will be impacted by the project. The data recovery treatment program will be conducted according to guidelines in the Secretary of Interior’s *Standards for the Treatment of Historic Properties*, the Secretary of the Interior’s *Standards and Guidelines for Archaeology and Historic Preservation*, and the Advisory Council on Historic Preservation’s *Treatment of Archaeological Properties: A Handbook*. A treatment plan, which will guide the work, will be prepared by persons meeting the Secretary of the Interior’s Professional Qualifications Standards (48 FR 44738-44739). The results of the research program will be reported consistent with the guidance given in 42 FR 5377-5379.
- Additional provisions of the MOA could include a public outreach component that would be developed in order to disseminate the information obtained as a result

of the data recovery treatment program in a manner that is judged to be beneficial for the public. Potential interpretive elements could include development of Native American plant use trail walk, interpretive signage and displays, lesson plans, and web sites.

- Per the ESA Action Plan, unintentional adverse effects on CA-SIS-329 and CA-SIS-5255H will be avoided by establishing ESAs and Archaeological Monitoring Areas (AMA) around the archaeological site boundaries within the APE, and the high sensitivity locations within the project limits during construction. The ESA and AMA areas will be designated by signage and/or temporary orange-mesh fencing erected to bar entry into certain site areas.

A summary of the ESA and AMA Action Plan are outlined below. Caltrans shall inform interested Native Americans about the proposed project activities and the ESA and AMA Action Plan prior to construction.

- The Caltrans PQS Archaeologist shall review the final design package to ensure that the ESAs and AMAs are appropriately included in the plans and specifications, and can clearly guide construction, and will notify the appropriate Native American groups and individuals.
- At least three weeks in advance, the Caltrans Resident Engineer (RE) and Archaeologist will coordinate to clearly delineate and install the ESAs and AMAs as specified.
- Prior to construction workers shall be informed of the ESA, the AMAs, and monitoring methods and expectations.
- The Caltrans RE and Archaeologist will coordinate prior to construction and ensure that a Native American monitor and archaeologist will be present for all construction activities as outlined in the Native American Monitoring and Treatment Plan (under development).
- During construction, the Caltrans PQS Archaeologist, or their designee, will periodically inspect the ESAs and along with a Native American will monitor all construction activities within the designated AMAs. Post construction, the Caltrans PQS Archaeologist will assist in any necessary post construction tasks.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the

Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caltrans' PQS Archaeologist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Chapter 4 **Comments and 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 consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and Native American consultation.

Caltrans' efforts to notify and inform the public regarding the proposed projects are ongoing as part of the CEQA and NEPA processes. This Draft Initial Study/ Environmental Assessment is being circulated for public review and comment. A Public Notice is being published in a newspaper of general circulation in the project area and includes an opportunity for a public hearing. Responses to any public comment received during the circulation of this draft environmental document will be included in the final environmental document.

Agency Coordination

The following agency coordination has occurred:

The Caltrans Headquarters Water and Wastewater Branch are coordinating with staff from the North Coast Regional Water Quality Control Board in order to obtain permit approval for the water supply and waste water treatment portion of the project. Caltrans HQ WWB have also been updating the Siskiyou County Health Department as a courtesy. Caltrans staff is also coordinating with the Office of the State Fire Marshal for plan approval on the break room project.

Coordination with Native American Tribes

A request was sent to the Native American Heritage Commission requesting information on the presence of sacred sites within the project confines. Their response received on July 3, 2013 indicated that no sacred sites were listed in their files for the project area. However, they did include a list of suggested contacts. Letters were sent to the Native American Tribes on the list. Consultation efforts and communication are on-going and will continue throughout the entire project process.

Coordination with the Collier Interpretive Information Center/California Welcome Center

In January of 2015 Caltrans staff met with representatives of the Collier Interpretive and Information Center (CIIC), in order to discuss the proposed project and its potential impacts to the CIIC and California Welcome Center located at the Collier SRRRA. Caltrans will continue to update the CIIC as the project proceeds.

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Chapter 5 List of Preparers

This document was prepared by the following Caltrans staff:

Rajive Chadra, Engineering Geologist
Contribution: Initial Site Assessment for Hazardous Waste

Michael Feakes, Project Manager
Contribution: Project management

Blossom Hamusek, Project Archaeologist
Contribution: Cultural resource surveys and reports

Jerry Marcote, Design Engineer
Contribution: Design Water/Waste Water Project

Chris Quiney, Environmental Branch Chief
Contribution: Document preparation oversight

Jeff Steffan, Project Engineer
Contribution: Project design, Break Room Project

Carolyn Sullivan, Associate Environmental Planner
Contribution: Environmental Project Management and Document writer

Chelsea Tran-Wong, Project Biologist
Contribution: Biological surveys and Natural Environment Study

Steve Topal, Senior Project Engineer
Contribution: Project design oversight

Bob Weber, Project Engineer
Contribution: Project design, Water and Wastewater Treatment Project and Floodplain Evaluation Report Summary and Location Hydraulic Study

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Chapter 6 Distribution List

California Highway Patrol

California State Historic Preservation Officer

Cal Fire Siskiyou Unit

California Trucking Association

California Water Resources Control Board

Collier Interpretive and Information Center

North Coast Regional Water Quality Control Board

Office of the California State Fire Marshal

Shasta Nation

Siskiyou County Library

Siskiyou County Public Works

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Appendix A California Environmental Quality Act Checklist

Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment (IS/EA). Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2. This 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 projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will have no impact to aesthetics.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will have no impact to agriculture and forest resources.

III. 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. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to air quality.

IV. BIOLOGICAL RESOURCES: 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to biological resources.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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For the reasons stated in Chapter 2 of this document, the project will have a less than significant impact to cultural resources with mitigation measures incorporated. These measures are outlined in Appendix E.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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?

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?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project will have no impact to geology and soils.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to hazards and hazardous materials.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to hydrology and water quality.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

X. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project will have no impact to land use and planning.

XI. MINERAL RESOURCES: 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project will have no impact to mineral resources.

XII. NOISE: Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project will have no impact on noise.

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial 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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

The project will have no impact on population and housing.

XIV. 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to public services.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XV. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project will have no impact on recreation.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

For the reasons stated in Chapter 2 of this document, the project will have less than significant impacts to transportation and traffic.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For the reasons stated in Chapter 2 of this document, the project will have no impact to utilities and service systems.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

With mitigation incorporated, the project would have less than significant impacts regarding utilities and service systems. The project itself is a new, expanded water and waste water facility, the construction of which is being completed in order for the facility to meet current regulatory requirements. The construction of the system will cause adverse effects to an archaeological site. With mitigation, the project will have less than significant impacts. The mitigation is described under the cultural resources section in Chapter 2.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

With mitigation, the project will not eliminate important examples of the major periods of California history or prehistory. With mitigation for impacts to cultural resources, the project will have less than significant impact to Mandatory Findings of Significance a).

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Appendix B Resources Evaluated Relative to Section 4(f)

Section 4(f) Regulatory Setting

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Section 4(f) of the U.S. Department of Transportation Act of 1966 codified in federal law at 49 USC Section 303, declares that “[i]t 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 “[t]he 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: (1) there is no prudent and feasible alternative to using that land; and (2) 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 consultation with the U.S. Department of the Interior and, as appropriate, the involved offices of the U.S. Department of Agriculture and U.S. Department of Housing and Urban Development in developing transportation projects and programs that use land protected by Section 4(f).

In general, a Section 4(f) "use" occurs with a U.S. Department of Transportation-approved project or program when: 1) Section 4(f) land is permanently incorporated into a transportation facility; 2) a temporary occupancy of Section 4(f) land occurs that is adverse in terms of the Section 4(f) preservationist purposes, as determined by specified criteria (23 Code of Federal Regulations [CFR] Section 771.135[p][7]); and 3) Section 4(f) land is not incorporated into the transportation project, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (constructive use) (23 CFR Section 771.135[p][1] and [2]).

Resources Evaluated Relative to Section 4(f)

Archaeological sites numbered CA-SIS-5255H and CA-SIS-329 were evaluated for “Use” as 4(f) properties.

Archaeological sites may be protected under Section 4(f) only if all consulting parties have agreed that the site’s primary value warrants preservation in place. An

archaeological site whose value is in the data it contains, whether or not the data are recovered, is not protected by Section 4(f).

CA-SIS-5255H

On November 13, 2015 the California State Historic Preservation Officer concurred with the Caltrans finding of effect that CA-SIS-5255H is assumed eligible for inclusion in the National Register of Historic Places and will be avoided from all adverse effects through establishment of an ESA and development of an ESA Action Plan.

The project will not adversely impact CA-SIS-5255H and as such, there is no use of a 4(f) resource.

CA-SIS-329

On December 4, 2015 the California State Historic Preservation Officer concurred with the Caltrans finding of effect, that CA-SIS-329 is eligible for inclusion in the National Register of Historic Places under Criterion D, for its ability to address site specific, as well as local and regional prehistoric research issues.

CA-SIS-329 was not determined to be eligible for preservation in place. As such, 4(f) does not apply to this resource.

Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-3266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



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Be energy efficient!*

March 2013

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

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Appendix D US Fish and Wildlife Species List, CNPS Species List, & CNDDDB Query:



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Yreka Fish and Wildlife Office

1829 SOUTH OREGON STREET

YREKA, CA 96097

PHONE: (530)842-5763 FAX: (530)842-4517



Consultation Code: 08EYRE00-2015-SLI-0034

August 17, 2015

Event Code: 08EYRE00-2015-E-00048

Project Name: Randolph E. Collier Roadside Rest Area Potable Water Supply -- created on June 23, 2015 05:45

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies federally threatened, endangered, and proposed species, designated critical habitat, and candidate species 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.). Please note that this list does not reflect State listed species or fulfill requirements related to any California Department of Fish and Wildlife consultation. Additionally, this list does not include species covered by the National Marine Fisheries Service (NMFS). For NMFS species please see the related website at the following link:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

If your project does not involve Federal funding or permits and does not occur on Federal land, we recommend you review this list and determine if any of these species or critical habitat may be affected. If you determine that there will be no effects to federally listed or proposed species or critical habitat, there is no need to coordinate with the Service. If you think or know that there will be effects, please contact our office for further guidance. We can assist you in incorporating measures to avoid or minimize impacts, and discuss whether permits are needed.

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 effects 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



Inventory of Rare and Endangered Plants - 7th edition interface

v7-15jul 7-15-15

Status: search results - Mon, Aug. 17, 2015 12:52 ET c

Tip: Want to search by habitat? Try the [Checkbox and Preset search page](#), [\[all tips and help\]](#), [\[search history\]](#)

Your Quad Selection: [Hawkinsville \(734D\) 4112275](#), [Montague \(717A\) 4112265](#), [Yreka \(717B\) 4112266](#), [Iron Gate Reservoir \(733B\) 4112284](#), [Bogus Mountain \(733C\) 4112274](#), [Little Shasta \(716B\) 4112264](#), [Hornbrook \(734A\) 4112285](#), [Cottonwood Peak \(734B\) 4112286](#), [Badger Mountain \(734C\) 4112276](#)

Hits 1 to 23 of 23
[Requests that specify topo quads will return only Lists 1-3.](#)

To save selected records for later study, click the ADD button.

Selections will appear in a new window.

open	save	hits	scientific	common	family	CNPS
		1	Balsamorhiza lanata	woolly balsamroot	Asteraceae	List 1B.2
		1	Calochortus greenei	Greene's mariposa lily	Liliaceae	List 1B.2
		1	Calochortus monanthus	single-flowered mariposa lily	Liliaceae	List 1A
		1	Calochortus persistens	Siskiyou mariposa lily	Liliaceae	List 1B.2
		1	Cirsium ciliolatum	Ashland thistle	Asteraceae	List 2B.1
		1	Eriogonum ursinum var. erubescens	blushing wild buckwheat	Polygonaceae	List 1B.3
		1	Erythronium hendersonii	Henderson's fawn lily	Liliaceae	List 2B.3
		1	Fritillaria gentneri	Gentner's fritillary	Liliaceae	List 1B.1
		1	Galium serpenticum ssp. scotticum	Scott Mountain bedstraw	Rubiaceae	List 1B.2
		1	Hymenoxys lemmonii	alkali hymenoxys	Asteraceae	List 2B.2
		1	Lewisia cotyledon var. howellii	Howell's lewisia	Montiaceae	List 3.2
		1	Lomatium peckianum	Peck's lomatium	Apiaceae	List 2B.2
		1	Microseris laciniata ssp. detlingii	Detling's silverpuffs	Asteraceae	List 2B.2
		1	Opuntia fragilis	brittle prickly-pear	Cactaceae	List 2B.1
		1	Orthocarpus pachystachyus	Shasta orthocarpus	Orobanchaceae	List 1B.1
		1	Orthotrichum holzingeri	Holzinger's orthotrichum moss	Orthotrichaceae	List 1B.3
		1	Phacelia greenei	Scott Valley phacelia	Boraginaceae	List 1B.2

<http://cnps.site.aplus.net/...e=dwr&v7=734D&v7a=&grouping=and&sort=DEFAULT&format=DEFAULT&frames=NONE&max=50&cb=1> [8/17/2015 9:56:45 AM]

California Department of Fish and Game
 Natural Diversity Database (Version 3.1.1)
 R.E. Collier SRRA Project
 10-Mile Species Occurrences
 EA: 02-4E6700
 EFIS: 02-1200-0031

Common Name/Scientific Name	Element Code	Federal Status	State Status	GRank	SRank	CDFG or CNPS
1 Ashland thistle <i>Cirsium ciliolatum</i>	PDAST2E0P0		Endangered	G3	S1	2B.1
2 Detling's silverpuffs <i>Microseris laevisata</i> ssp. <i>detlingii</i>	PDAST6E0A1			G4T3	S1	2B.2
3 Gentner's fritillary <i>Fritillaria gentneri</i>	PMLILDV080	Endangered		G1	S1	1B.1
4 Greene's mariposa-lily <i>Calochortus greenei</i>	PMLILD00H0			G3	S2S3	1B.2
5 Henderson's fawn lily <i>Erythronium hendersonii</i>	PMLILD0U070			G4	S2	2B.3
6 Klamath largescale sucker <i>Catostomus snyderi</i>	AFCJC02200			G3	S2	SC
7 Lost River sucker <i>Deltistes luxatus</i>	AFCJC12010	Endangered	Endangered	G1	S1	
8 Oregon polemonium <i>Polemonium carneum</i>	PDPLM0E050			G3G4	S2	2B.2
9 Peck's lomatium <i>Lomatium peckianum</i>	PDAP11B1G0			G4	S1	2B.2
10 Shasta orthocarpus <i>Orthocarpus pachystachyus</i>	PDSCR1H0L0			G1	S1	1B.1
11 Siskiyou mariposa-lily <i>Calochortus persistens</i>	PMLILD0140	Candidate	Rare	G2	S1	1B.2
12 Siskiyou shoulderband <i>Monardella chaceana</i>	IMGASC7150			G2G3	S2	
13 Yreka phlox <i>Phlox hirsuta</i>	PDPLM0D100	Endangered	Endangered	G1	S1	1B.2
14 alkali hymenoxys <i>Hymenoxys lemmonii</i>	PDAST530C0			G3?	S2	2B.2
15 fisher - West Coast DPS <i>Pekania pennanti</i>	AMAJF01021	Proposed Threatened	Candidate Threatened	G5T2T3Q	S2S3	SC
16 foothill yellow-legged frog <i>Rana boylei</i>	AAABH01050			G3	S3	SC
17 great blue heron <i>Ardea herodias</i>	ABNGA04010			G5	S4	
18 greater sandhill crane <i>Grus canadensis tabida</i>	ABNMK01014		Threatened	G5T4	S2	
19 large-flowered triteleia <i>Triteleia grandiflora</i>	PMLIL21060			G4G5	S1	2B.1
20 montane peaclam <i>Pisidium ultramontanum</i>	IMBIV51220			G1	S1	
21 pendulous bulrush <i>Scirpus pendulus</i>	PMCYPOQ160			G5	S1	2B.2
22 prairie falcon <i>Falco mexicanus</i>	ABNKD06090			G5	S4	
23 single-flowered mariposa-lily <i>Calochortus monanthus</i>	PMLILD0D0W0			GH	SH	1A

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Appendix E Avoidance, Minimization and/or Mitigation Summary

The following section provides a summary of the avoidance, minimization and/or mitigation measures that would be required for construction of the proposed project.

Air Quality

- Caltrans Standard specifications pertaining to dust control and dust palliative requirements will reduce and control emission impacts during construction.

Biological Resources

Migratory Birds

- A standard specification would be included in the project contract to ensure that no nesting migratory birds are affected during construction. Removal of trees within the project area would be done outside of the nesting season to avoid nesting birds.

Wetland and Riparian Areas

- All work associated with the placement of the WWTS will take place outside of wetlands. As the first order of work, Environmental Sensitive Area (ESA) fencing will be installed to avoid potential encroachment to wetlands.
- To avoid inadvertent encroachment into riparian vegetation areas adjacent to the work area, temporary fencing will be installed as part of the construction activities to delineate the project area from the riparian area at the south end of the SRRA.

Cultural Resources

Avoidance, Minimization, and CEQA Mitigation Measures

Caltrans proposes to mitigate the adverse effects of the undertaking by:

- Mitigation measures for CA-SIS-329 will be presented in a executed memorandum of agreement (MOA) document that will be submitted to SHPO under separate cover, pursuant to Section 106 PA Stipulation XI, 36 CFR 800.6(a) and 800.6(b)(1). Potential mitigation measures could include the implementation of a data recovery treatment program in the area where historic properties will be impacted by the project. The data recovery treatment program will be conducted according to guidelines in the Secretary of Interior's *Standards for the Treatment of Historic Properties*, the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the Advisory Council on Historic Preservation's *Treatment of Archaeological Properties: A Handbook*. A treatment plan, which will guide the work, will be prepared by persons meeting the Secretary of the Interior's

Professional Qualifications Standards (48 FR 44738-44739). The results of the research program will be reported consistent with the guidance given in 42 FR 5377-5379.

- Additional provisions of the MOA could include a public outreach component that would be developed in order to disseminate the information obtained as a result of the data recovery treatment program in a manner that is judged to be beneficial for the public. Potential interpretive elements could include development of Native American plant use trail walk, interpretive signage and displays, lesson plans, and web sites.
- Per the ESA Action Plan, unintentional adverse effects on CA-SIS-329 and CA-SIS-5255H will be avoided by establishing ESAs and Archaeological Monitoring Areas (AMA) around the archaeological site boundaries within the APE, and the high sensitivity locations within the project limits during construction. The ESA and AMA areas will be designated by signage and/or temporary orange-mesh fencing erected to bar entry into certain site areas.

A summary of the ESA and AMA Action Plan are outlined below. Caltrans shall inform interested Native Americans about the proposed project activities and the ESA and AMA Action Plan prior to construction.

- The Caltrans PQS Archaeologist shall review the final design package to ensure that the ESAs and AMAs are appropriately included in the plans and specifications, and can clearly guide construction, and will notify the appropriate Native American groups and individuals.
- At least three weeks in advance, the Caltrans Resident Engineer (RE) and Archaeologist will coordinate to clearly delineate and install the ESAs and AMAs as specified.
- Prior to construction workers shall be informed of the ESA, the AMAs, and monitoring methods and expectations.
- The Caltrans RE and Archaeologist will coordinate prior to construction and ensure that a Native American monitor and archaeologist will be present for all construction activities as outlined in the Native American Monitoring and Treatment Plan (under development).
- During construction, the Caltrans PQS Archaeologist, or their designee, will periodically inspect the ESAs and along with a Native American will monitor all construction activities within the designated AMAs. Post construction, the Caltrans PQS Archaeologist will assist in any necessary post construction tasks.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then

notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Caltrans' PQS Archaeologist so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Hazardous Waste and Materials

- Caltrans mandates the use of a Lead Compliance Plan (LCP) for projects which involve earth disturbance due to the potential for aerially deposited lead.
- Special provisions would be included in the construction contract addressing the potential hazardous materials/hazardous waste issues for lead based paint and asbestos to ensure proper handling, disposal, and worker/public safety.
- Provisions would be included in the construction contract to ensure that any sludge in the existing tanks is sampled and profiled in order to ensure proper disposal.
- A Preliminary Site Investigation was recommended to test for any possible asbestos and lead based paint. The ISA also determined that any sludge removed from existing tanks would have to be sampled and profiled prior to disposal.

Traffic and Transportation

A traffic management plan would be developed to maximize safety during construction. The traffic management plan could include, but is not limited to, the following:

- Release of information through brochures and mailers, press releases, and advertisements managed by the public information office.
- Use of fixed and portable changeable message signs.

Water Quality and Storm water Runoff

Temporary Construction Measures

- Standard temporary construction site and permanent-design pollution prevention and permanent storm water treatment best management practices would be used during and after project construction to control potential discharges of pollutants to surface water. Best management practices would be designed to control general pollutants and sedimentation/siltation, depending on location.
- **Storm water Best Management Practices**—A National Pollutant Discharge Elimination System Storm water Permit is required for the project along with any subsequent permit in effect at the time of construction. The contractor must comply with the requirements of the General National Pollutant Discharge Elimination System Permit for Construction Activities. The contractor will use best management practices as specified in the Caltrans Storm water Management Plan.

- **Prepare and Implement a Storm Water Pollution Prevention Plan**—the contractor will be required to develop an acceptable Storm water Pollution Prevention Plan. The Storm water Pollution Prevention Plan would contain best management practices that have demonstrated effectiveness at reducing storm water pollution. The Storm water Pollution Prevention Plan would address all construction-related activities, equipment, and materials with the potential to affect water quality. All construction site best management practices would follow the latest edition of the Storm water Quality Handbooks and Construction Site Best Management Practices Manual to control and minimize the impacts of construction-related pollutants. The Storm water Pollution Prevention Plan would include best management practices to control pollutants, sediment from erosion, storm water runoff, and other construction-related impacts. In addition, the Storm water Pollution Prevention Plan would include the use of specific storm water effluent monitoring requirements based on the project's risk level to ensure that the best management practices are effective in preventing the degradation of any water quality standards.

Appendix F Project Photos and Mapping

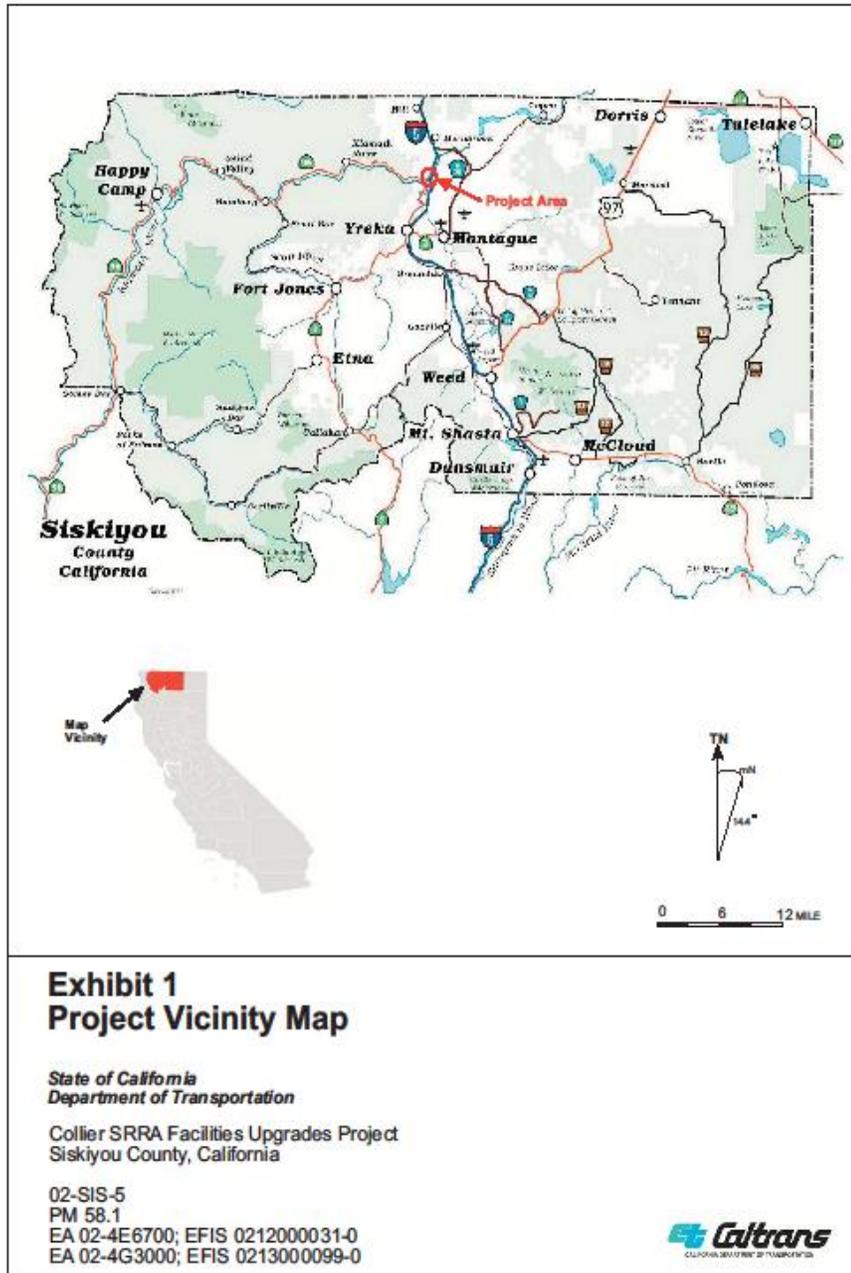


Figure F-1 Project Vicinity Map

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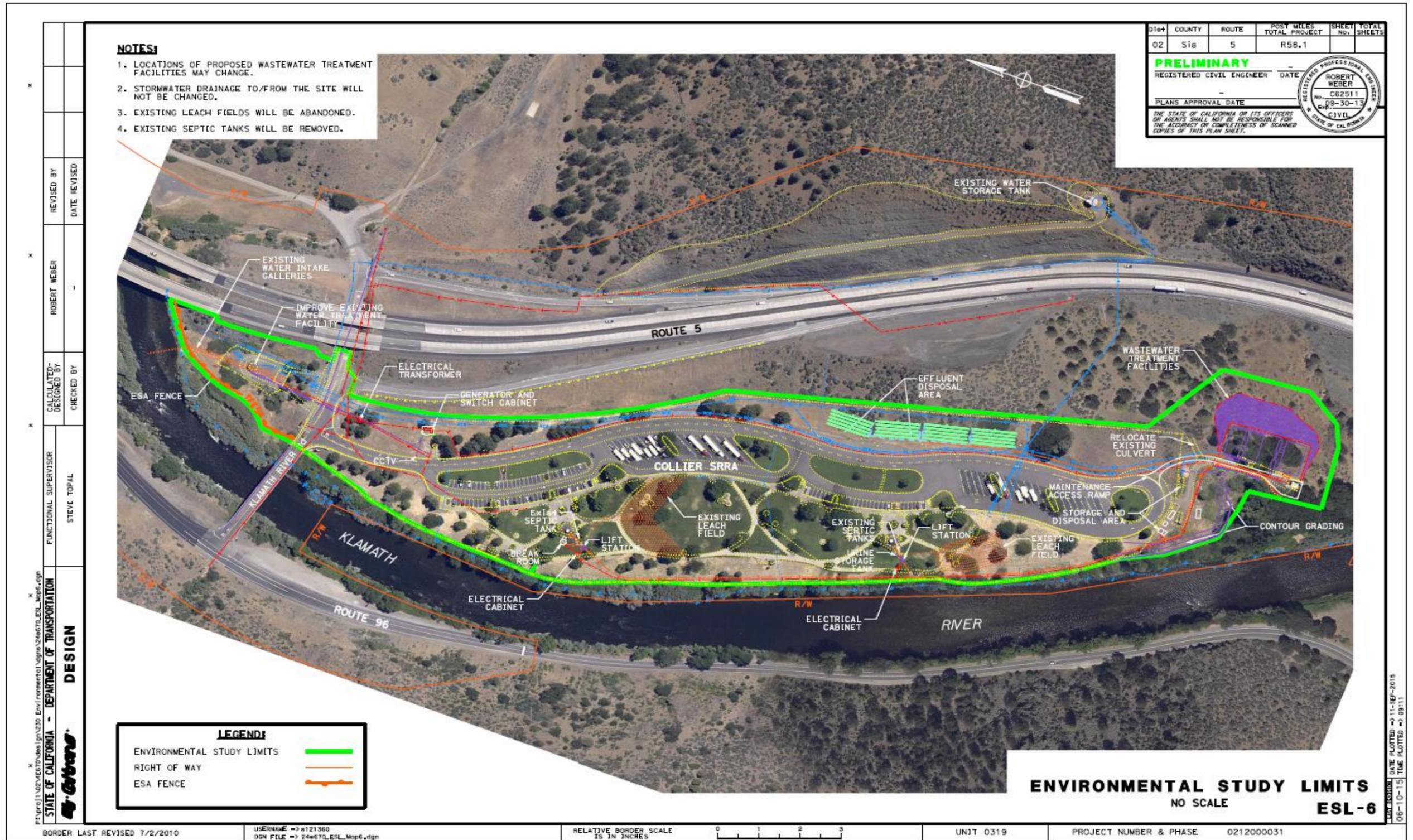


Figure F-1 Project Detail Map

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Photograph 1. North Restroom and CIIC/Visitor Center Buildings. Septic components in foreground.



Photograph 2. The waste water treatment system pad will be located south of this fence.



Photograph 3. Effluent dispersal area.



Photograph 4. Generator Location.

Appendix G List of Technical Studies

- Advanced Planning Study, February 2013
- Floodplain Evaluation Report Summary, January 2016
- Natural Environment Study, December, 2014
- Hazardous Waste Initial Site Assessment, February 2015
- Historic Property Survey Report, September 2015
- Archeological Survey Report, September 2015
- Archaeological Evaluation Report, September 2015
- Finding of Adverse Effect, September 2015

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Appendix H SHPO Concurrence Letters

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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November 13, 2015

Reply In Reference To: FHWA_2015_1015_002

Chris Quiney
Environmental Branch Chief, R1
Department of Transportation
1657 Riverside Drive
Redding, CA 96001

RE: Request for Concurrence with Determination of Eligibility and Finding of Adverse Effect for the Collier Safety Roadside Rest Area Facilities Upgrade Project, Siskiyou County, California

Dear Mr. Quiney,

The California Department of Transportation, District 2 (Caltrans District 2) is initiating Public Resources Code (PRC) §5024 consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking pursuant to the *Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Office Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (5024 MOU)*. As part of its NEPA assignment of federal responsibilities by the Federal Highway Administration, Caltrans District 2 is also initiating SHPO consultation regarding the effects that the above referenced undertaking has on historic properties in accordance with the January 2014 *First Amended Programmatic Agreement (PA) Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Please note, this consultation letter only addresses Caltrans District 2's Section 106 PA requirements and its 5024 MOU consultation requirements will be addressed in a separate letter.

Pursuant to Stipulation VIII.C.2 of the PA, Caltrans District 2 has determined through Phase II testing that archaeological site, CA-SIS-329, located within the area of potential effects (APE) is eligible for inclusion in the National Register of Historic Places (NRHP). Pursuant to Stipulation VIII.C.6 of the PA, Caltrans District 2 is requesting SHPO concurrence that CA-SIS-329 is eligible for listing on the NRHP under Criterion D at the local and regional level of significance. Caltrans 2 has also determined that there are no reasonable alternatives by which adverse effects can be avoided at CA-SIS-329 and therefore the undertaking will have an adverse effect on this historic property. As a result, in accordance with Stipulation X.C.2 of the PA, Caltrans District 2 also seeks SHPO concurrence with this finding of effect.

The undertaking proposes to rehabilitate the water supply and wastewater system and construct an employee break room at the existing Collier Safety Roadside Rest Area (SRRA). The Collier SRRA is located at the junction of Interstate 5 (I-5) and State Route (SR) 96, north of the town of Yreka, in north central Siskiyou County. The project proposes to correct the deficiencies and restore the existing water and wastewater systems at Collier SRRA to a safe and healthful condition that meets current regulatory requirements set forth by the California Regional Water

Quality Control Board (CRWQCB). For each of the three separate components of this undertaking, several project alternatives, including a "no-build" alternative, were developed as potential solutions to address the purpose and need. A full project description of all build and no build alternatives within the APE can be found on pages 1-11 and Exhibit 3-Sheets 1 and 2 of the Historic Properties Survey Report (HPSR) enclosed with the submittal letter.

The following supporting documentation was also submitted with your letter:

- HPSR (2015)
- Archaeological Survey Report (ASR)
- Archaeological Evaluation Report (AER)
- Finding of Effect (FOE)
- Draft Memorandum of Agreement (Draft MOA) with Data Recovery Plan (DRP) and Environmentally Sensitive Area (ESA) Action Plan

Consultation and identification efforts resulted in the identification of three resources within the APE:

- Anderson Ditch Segment (P47-005256)
- CA-SIS-5255H, a 770-foot-long segment of the California Oregon Stage Road
- CA-SIS-329, a prehistoric midden deposit

The Anderson Ditch Segment was determined to be an exempt resource pursuant to Attachment 4 of the PA. Pursuant to Stipulation VIII.C.4 of the PA, CA-SIS-5255H is assumed eligible for inclusion in the NRHP for the purposes of this undertaking and will be completely avoided from all adverse effects through the establishment of an ESA and the development of an ESA Action Plan. Additional cultural resource studies conducted for this undertaking included Phase II archaeological test excavations at CA-SIS-329 conducted by Far Western Anthropological Research Group, Inc.

Based on the results of the Phase II archaeological test excavations, Caltrans District 2 has determined that CA-SIS-329 is eligible for listing on the NRHP under Criterion D at the local and regional level of significance. This determination is based on the resource's integrity and capability to yield information important in prehistory, specifically its ability to address site specific, as well as local and regional prehistoric research issues in addition to higher-order research questions (Waechter and Young 2015). Non-contributing areas of the site were also identified during the Phase II archaeological test excavations.

Based on a review of the submitted materials, in pursuant to 36 CFR 800.4(c)(2), I concur with Caltrans District 2's determination that CA-SIS-329 is eligible for listing on the NRHP under Criterion D at the local and regional level of significance. However, it does not appear that Caltrans District 2 has also evaluated CA-SIS-329 under Criterion A, B and C. Page 13 of the enclosed HPSR discusses the importance of CA-SIS-329 to the Shasta Nation and its relationship to a local Shasta Indian family, however, the research design presented in the AER only evaluated the resource's data potential (National Register Criterion D).

Caltrans District 2's preferred alternative associated with this project would result in the physical destruction of, alteration and removal of portions of the CA-SIS-329 site deposit that are considered contributing elements to the site's overall eligibility under Criterion D. Consequently, Caltrans District 2 has determined the undertaking would result in physical destruction or damage as defined under 36 CFR 800.5(d)(i) and is therefore considered an Adverse Effect.

Mr. Quiney
September 13, 2015

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Caltrans District 2 proposes to resolve the adverse effects of the undertaking on CA-SIS-329 by executing an MOA with SHPO, the Cultural Studies Office (CSO), and the Shasta Nation, and by implementing an archaeological data recovery program on the portion of CA-SIS-329 located within the project area of direct impact (ADI) and through the development and implementation of an ESA Action Plan for the remainder of CA-SIS-329 located outside the ADI. At present time, Caltrans District 2 is consulting with SHPO pursuant to Stipulation XI.A of the PA and 36 CFR §§800.6(a) and 800.6(b)(1) to resolve these adverse effects and has submitted a Draft MOA with DRP and ESA Plan for SHPO review and comment.

However, I recommend that an evaluation of CA-SIS-329 according to Criterion A, B, and C be conducted in an effort to identify all potential effects resulting from this undertaking and prior to moving towards a resolution. Once this further documentation is received, we can continue consultation on the finding of effect pursuant to Stipulation X.C.2 of the PA and 36 CFR §800.5(c) and the resolution of adverse effects pursuant to Stipulation XI.A of the PA and 36 CFR §§800.6(a) and 800.6(b).

Thank you for seeking my comments and considering historic properties as part of your undertaking. The submittal of the requested additional documentation will greatly facilitate the completion of Section 106 PA review in a timely manner. Our office looks forward to continued consultation with Caltrans regarding this undertaking. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov. For inquiries regarding the project review in compliance with the 5024 MOU, please contact Michelle Messinger of my staff at 916-445-7005 or at Michelle.Messinger@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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December 4, 2015

Reply In Reference To: FHWA_2015_1015_002

Chris Quiney
Environmental Branch Chief, R1
Department of Transportation
1657 Riverside Drive
Redding, CA 96001

RE: Continuing Consultation on the Determination of Eligibility and Finding of Adverse Effect for the Collier Safety Roadside Rest Area Facilities Upgrade Project, Siskiyou County, California

Dear Mr. Quiney,

The California Department of Transportation, District 2 (Caltrans District 2) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the above referenced undertaking pursuant to the January 2014 *First Amended Programmatic Agreement (PA) Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California.*

By letter dated November 13, 2015, the SHPO concurred with Caltrans District 2's determination that CA-SIS-329 is eligible for listing on the NRHP under Criterion D at the local and regional level of significance. However, the SHPO recommended that an evaluation of CA-SIS-329 according to Criterion A, B, and C be conducted in an effort to identify all potential effects resulting from this undertaking and prior to moving towards a resolution. This documentation was received by our office staff via email on November 24, 2015. Based on a review of the submitted materials, in pursuant to 36 CFR 800.4(c)(2), I concur with Caltrans District 2's determination that CA-SIS-329 is only eligible for listing on the NRHP under Criterion D at the local and regional level of significance.

Caltrans 2 has also determined that there are no reasonable alternatives by which adverse effects can be avoided at CA-SIS-329 and therefore the undertaking will have an adverse effect on this historic property, I concur.

Mr. Quiney
December 4, 2015

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Our office is in receipt of a Draft Memorandum of Agreement (Draft MOA) with Data Recovery Plan (DRP) and Environmentally Sensitive Area (ESA) Action Plan for SHPO review and comment. Pursuant to Stipulation XI.A of the PA and 36 CFR §§800.6(a) and 800.6(b)(1) the SHPO will move forward consulting with Caltrans District 2 to resolve adverse effects from this undertaking. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at Alicia.Perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer