

Nev-80 Floriston Sand and Salt House Demolition & Relocation

Nevada County
03-NEV-80
Location 1: PM: 19.0 to 19.4
Location 2: PM 27.4
EA: 03-3F920
EFIS: 313000239

INITIAL STUDY WITH PROPOSED 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.



April 2016

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Nevada County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document are available for review at the Nevada County Public Library, 10031 Levon Avenue, Truckee. This document may be downloaded at the following website: <http://www.dot.ca.gov/dist3/departments/envinternet/envdoc.htm>
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the open house and/or send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:
Environmental Planner, Attention: Kristen Stubblefield
Caltrans, Office of Environmental Management
703 B Street, Marysville, CA 95901
- Send comments via email to: Kristen.Stubblefield@dot.ca.gov.
- Be sure to send comments by the deadline: May 23, 2016.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Kristen Stubblefield, Office of Environmental Management, 703 B Street, Marysville, CA 95901; (530) 741-5124 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY).

Nev-80 Floriston Sand and Salt House
Demolition & Relocation

03-Nev-80
Location 1: PM 19.0 to 19.4
Location 2: PM 27.4
EA 03-3F920
EFIS 313000239

INITIAL STUDY with Proposed Negative Declaration
Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

April 8, 2016
Date of Approval



John D. Webb, Chief
North Region Environmental Services, South
California Department of Transportation
CEQA Lead Agency

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to replace the existing Floriston sand and salt house, located at Post Mile (PM) 27.4, with the proposed sand and salt house located within state right of way off westbound Interstate 80 (I-80) in Truckee, PM 19.0 to 19.4, between the California Department of Food and Agriculture Truckee Border Protection Station (CDFA) and the California Highway Patrol Donner Pass Inspection Facility (CHP), south of Union Mills Road (Figure 1).

When the proposed building is completed, the existing buildings at Floriston will be demolished. The Floriston sand and salt house has deteriorated with time. Several problems have been identified indicating the building has reached the end of its service life. Due to storm water and archeological issues, replacing the facility at this site is not recommended. Failure to build the proposed facility could result in material supply delays causing extended road closures and impacting the health and safety of the traveling public. To prevent property damage, potential injury and/or loss of life, and eliminate the potential for release of contaminants to Truckee River, the proposed project will remove the above-ground portions of the buildings at Floriston and decommission the site from future use.

Determination

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

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

1. The proposed project is located on previously disturbed land.
2. Technical studies have concluded there are limited resources on the site.
3. Avoidance and minimization measures have been incorporated into the project to reduce possible impacts to a less than significant level.

The proposed project would have no effect on Land Use, Coastal Zone, Wild and Scenic Rivers, Parks and Recreational Facilities, Growth, Farmlands/Timberlands, Relocation and Real Property Acquisitions, Environmental Justice, Hydrology and Floodplain, Geology/Soils/Seismic/Topography, Paleontology, Natural Communities, Wetlands and Other Waters, Plant Species, Threatened and Endangered Species or Invasive Species.

In addition, the proposed project would have less than significant effects to biological resources and water quality with incorporation of the following avoidance and minimization measures:

- Pre-construction bird surveys will be conducted by a Caltrans biologist prior to any vegetation removal or ground disturbance in accordance with USFWS Guidance dated August 2005.
- The contractor shall implement Best Management Practices (BMPs) to protect water quality and control erosion.
- The proposed project includes a trench surrounding the facility building pad and driveway to encourage infiltration in the immediate location of the sand and salt house. At the existing facility, permanent water quality BMPs will be maintained.

John D. Webb, Chief
Caltrans, District 3
CEQA & NEPA Lead Agency

Date

Table of Contents

Chapter 1 Proposed Project	1
Introduction	1
Purpose and Need	3
Project Description	3
Alternatives	3
Permits and Approvals Needed	5
Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures	6
Resource Areas Reviewed with Determination of No Impact	6
Human Environment	8
UTILITIES AND EMERGENCY SERVICES/PROPOSED SAND AND SALT HOUSE	8
TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES	9
VISUAL/AESTHETICS	11
CULTURAL RESOURCES	14
Physical Environment	16
WATER QUALITY AND STORM WATER RUNOFF	16
HAZARDOUS WASTE/MATERIALS	21
AIR QUALITY	24
NOISE	27
Biological Environment	30
Construction Impacts	31
Cumulative Impacts	32
Climate Change	33
Chapter 3 – Comments and Coordination	41
Chapter 4 – List of Preparers	43
Appendix A. CEQA Checklist	45
Appendix B. Title VI Policy Statement	54
Appendix C. Avoidance and Minimization Summary	55
List of Technical Studies	61

Chapter 1 Proposed Project

Introduction

Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The proposed project plans to replace the structurally deficient sand and salt facility, near the town of Floriston, along I-80 at PM 27.4 with a combined sand and salt storage structure located between the California Highway Patrol (CHP) Donner Pass Inspection Facility and the California Department of Food and Agriculture (CDFA) Truckee Border Protection Station on I-80 between PM 19.0 to 19.4. After the proposed facility is completed, the existing structure will be demolished and decommissioned from future use. Figures 1 & 2 show the existing deteriorating conditions at the facility near Floriston, the project location and the vicinity map.



A



B



C



D

Figure 1: Existing Sand and Salt House in Floriston

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR BUILDING CONSTRUCTION
 IN NEVADA COUNTY
 AT TRUCKEE
 AT THE TRUCKEE INSPECTION STATION
 AND AT FLORISTON
 AT THE FLORISTON SAND AND SALT HOUSES

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

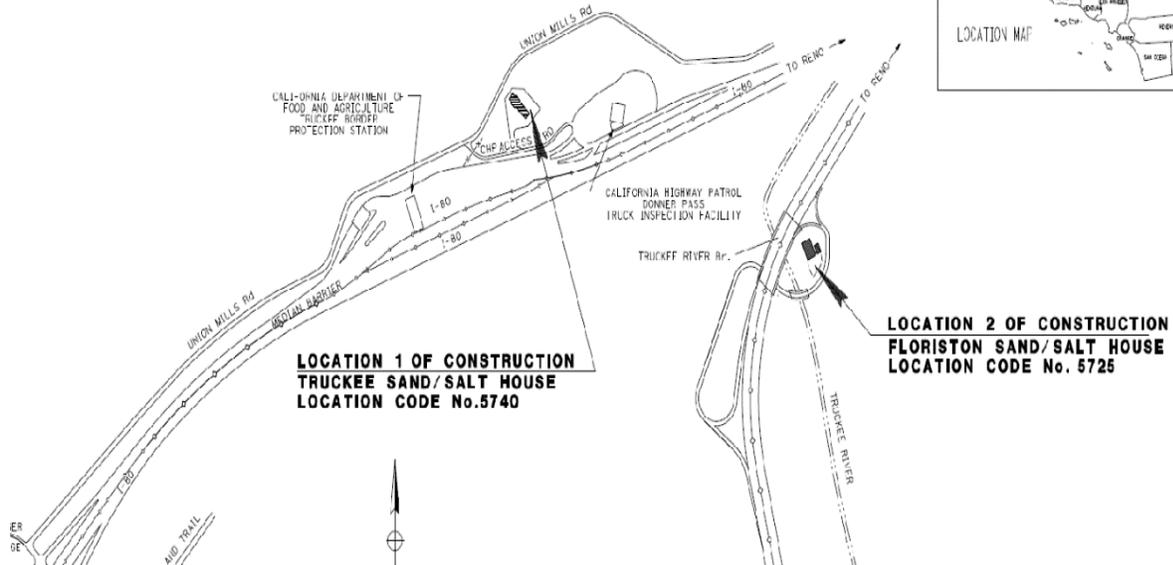


Figure 2: Vicinity Map for Proposed Sand and Salt House Demolition & Relocation

Purpose and Need

The purpose of the proposed project is to construct a new salt and sand storage facility off westbound I-80 in Truckee, between the California Department of Food and Agriculture Truckee Border Protection Station (CDFA) and the California Highway Patrol Donner Pass Inspection Facility (CHP), south of Union Mills Road, to replace the structurally deficient facilities at Floriston and reduce travel times for maintenance. Once the proposed facility has been constructed, the existing facility will be demolished and the site decommissioned.

The proposed project is needed because the existing facility has structural damage. Repair of the damage is not cost effective given the age and condition of the building. In addition, the location of the facility poses a potential risk as a point source for salt, sand, and rust pollution to the adjacent Truckee River. Environmental and archeological conditions preclude redevelopment on the existing site. Winter maintenance activities on I-80, State Route (SR) 89, and SR-267 depend on access to sand and salt storage and will be compromised if the facility is not replaced. The proposed facility will provide necessary storage capacity for salt and sand to support winter maintenance activities in the Truckee Service Area.

Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

Location 1: Proposed Sand and Salt House

The proposed project is located in Nevada County, in the town of Truckee, along I-80 near the CDFa inspection station and the CHP station at PM 19.0 to 19.4. The work will include constructing the building foundations and the facility. Caltrans will re-pave the existing CHP road. Construction will also include trenching for electrical, grading for site drainage and placement of infiltration trenches for water quality/storm-water run-off. Additional directional signs will be added to facilitate smooth traffic flow and new placards posted to keep vehicles on the pavement.

Location 2: Existing Sand and Salt House

The existing sand and salt house is located in Nevada County, near the town of Floriston, along I-80 at PM 27.4. Once the proposed sand and salt house has been construction, the existing facilities at Floriston will be demolished and the site decommissioned. Work will include cutting the concrete walls off at the building pad level: building pads are to be left in place. The site will be cleaned up and permanent storm water BMPs constructed. To prevent vehicle parking and limit public access, boulders will be placed around the site and the driveway and culvert removed, then graded to match the existing ditch.

Alternatives

1. Proposed Build (Action) Alternative

Caltrans proposes to construct a sand and salt house in the vicinity of the town of Truckee near I-80 at PM 19.0 to 19.4. After completion, the existing salt and sand house, located off I-80 near the town of Floriston at PM 27.4, will be demolished and the site decommissioned.

2. No-Build (No-Action) Alternative

The No-Build Alternative would maintain the existing sand and salt house in the vicinity of the town of Floriston.

This alternative would not meet the purpose of the project, which includes, reducing travel times for maintenance equipment to deliver material needed on the highway, reducing building maintenance costs and avoiding potential risk as a point source for salt, sand, and rust polluting the Truckee River.

After the public circulation period, all comments will be considered, and Caltrans will select the preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND).

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Alternative A2:

This alternative considered constructing a new facility on the existing Floriston site. It was determined the site is not acceptable due to environmental and archeological constraints.

Alternative A3:

Constructing a new facility near the Donner Lake Interchange was considered. Project consideration was terminated because the Town of Truckee rejected the proposal.

Alternative B1:

This alternative would have expanded and utilized the existing facilities at the Kingvale Maintenance Station. The idea was rejected as Donner Summit separates the Station from the Truckee Service Area. I-80 at the Summit closes to all traffic in the most severe weather conditions, making sand and salt delivery and application in Truckee impossible.

Alternative B2:

Expanding and utilizing the existing sand and salt storage facilities at the Truckee Maintenance Station was considered. This idea was rejected as Maintenance Station neighbors and the Town of Truckee have raised concerns about traffic volumes related to the Station.

Permits and Approvals Needed

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

Agency	Permit/Approval	Status
California State Water Resources Control Board	Statewide National Pollutant Discharge Elimination System (NPDES) Permit	The NPDES Permit was issued to Caltrans in September 12, 2012 and became effective on July 1, 2013.
California State Water Resources Control Board	Statewide NPDES General Permit For Storm Water Discharges Associated With Construction And Land Disturbance Activities.	Contractor will develop and implement a Storm Water Pollution Prevention Plan (SWPPP) or a Water Pollution Control Plan (WPCP)
Lahontan Regional Water Quality Control Board	The Board will provide feedback on the design process at regular intervals	Consultation with the Lahontan RWQCB is ongoing throughout the Design phase.
Northern Sierra Air Quality Management District (AQMD)	NESHAP NOTIFICATION Requires an Asbestos Containing Materials (ACMs) & Lead-based paint (LBP) survey.	Survey to be done six months prior to the end of the design phase.

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

Resource Areas Reviewed with Determination of No Impact

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

LAND USE

The proposed sand and salt house will not alter existing land use in the areas adjacent to the facility. The site for the proposed project is located within the “Public Facility” or PF Town of Truckee zoning designation and is consistent with the Town of Truckee’s “Public” General Plan.

The existing facility is located on land designated as “Open Space” in the Nevada County General Plan. The demolition activities will not alter the existing Open Space designation.

COASTAL ZONE

The proposed project is not located in a coastal zone.

WILD AND SCENIC RIVERS

The state database does not list the Truckee River as a designated Wild and Scenic River.

PARKS AND RECREATIONAL FACILITIES

The area surrounding the proposed project includes a variety of informal recreational opportunities; however, the sand and salt house will be used primarily in the winter, as its function is to supply material to roads during snow storms. Therefore, no adverse impacts are anticipated to either the informal recreational activities in the area or the equestrian center, whose use is limited to non-winter months.

After demolition, the existing sand and salt house site will be decommissioned from future use; therefore, there will be no impacts to the informal or formal recreational activities in the area.

GROWTH

The proposed facility is located within the town limits of Truckee in an area zoned for public facilities. The proposed project is limited in scope to Caltrans’ maintenance facility; therefore, it will not generate the typical growth-induced expansion, such as, additional business or housing development. No new roads are being constructed, limiting activity to close to current levels in the project vicinity.

After demolition, the existing sand and salt house site will be decommissioned from future use; therefore, there will be no future impacts on growth.

FARMLANDS/TIMBERLANDS

The proposed project is not located in farmland and no timber resources are impacted by the project according to the state database.

COMMUNITY IMPACTS

Relocations and Real Property Acquisition: The proposed project will not require relocations and will not require any acquisition of property. The project site is owned by Caltrans.

Environmental Justice: The US Census database does not show any populations listed as “communities of concern” for income, ethnicity, housing, or disability within the proposed project limits.

Hydrology and Floodplain: The proposed project does not impact the hydrology of the area. According to the Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map (FIRM) Map Number 06057C0532E, the proposed facility site and Station Creek lie within Zone X – “Other Areas, Areas determined to be outside the 0.2% annual chance floodplain.” FIRM Map Number 06057C0532E depicts the existing Floriston facility at the fringe of Zone A; where the “Special Flood Hazard Areas Subject to Inundation by the 1% Annual Chance Flood” has been determined, but no Base Flood (100-year) elevations have been determined.

Geology/Soils/Seismic/Topography: The proposed project will not impact the geology or the long-term structural integrity of the soils of the area. There will be no seismic impact to the area as a result of the project.

Paleontology: There are no paleontological resources identified within the proposed project limits according to the Cultural Resources Report.

NATURAL COMMUNITIES

The proposed project is not expected to impact any natural communities of concern. Streams and wetlands are not directly connected to the natural drainage pattern of the project site. Wildlife corridors are not documented on the site. A wildlife crossing is located near the proposed project, but will not be impacted by the new facility.

At Floriston, there is no vegetation within the Environmental Study Limit (ESL). Adjacent wildlife species and vegetation will not be impacted by the proposed demolition of the sand and salt house since demolition activities are short-term and limited to the built environment.

WETLANDS AND OTHER WATERS

The proposed project will not impact the wetland identified west of Union Mills Road.

At Floriston, no wetlands have been identified within the ESL. Demolition of the existing facility will improve environmental conditions by removing the potential for point source contamination of sand, salt and rust entering the Truckee River.

PLANT SPECIES

Based on the location of the proposed work, previous site disturbance, and plant surveys conducted at both locations, during the spring and summer, the proposed project will not have any effect on listed sensitive plants.

THREATENED AND ENDANGERED SPECIES

Database findings indicate that threatened and endangered plant species occur within the region. Based on the proposed location, previous disturbance and the scope of work at both sites, the proposed project is not expected to affect any listed species. Therefore, no avoidance, minimization or mitigation measures will be necessary.

INVASIVE SPECIES

Caltrans' biologist conducted appropriately timed botanical surveys of the proposed project area. During those surveys, no invasive plant species were identified.

There is no vegetation within the ESL at the Floriston site.

Human Environment

UTILITIES AND EMERGENCY SERVICES/PROPOSED SAND AND SALT HOUSE

Affected Environment - Proposed Sand House Location:

The proposed sand and salt house is located between the California Agricultural Inspection Station and the California Highway Patrol Truck Inspection Station. Existing electrical, telephone, and sewer connections serve both these neighboring facilities. Electrical and telephone lines run between the facilities along the north edge of the CHP access road.

Affected Environment - Existing Sand House Location:

The existing facilities at Floriston are not connected to water or sewer services nor are the buildings wired for electricity

Environmental Consequences - Proposed Sand House Location:

Electrical service for the proposed sand and salt house will utilize an existing high voltage vault located along the electrical line on the north edge of the CHP access road, near Union Mills Road. A new service transformer pad and underground cable will connect electricity to the proposed facility.

The emergency functions, under the responsibility of the CHP, will not be impacted by Caltrans use of the CHP access road or the CHP parking lot for access.

Environmental Consequences - Existing Sand House Location:

After demolition, the old sand and salt house site will be decommissioned from future use; therefore, there will be no impacts to utilities or emergency services.

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

The proposed sand and salt house has minimized utility and emergency service impacts by connecting to existing utilities and by utilizing existing roads as access to the proposed facility. Electrical service for the sand and salt house will utilize an existing high voltage vault located along the electrical line on the north edge of the CHP access road, near Union Mills Road. A new service transformer pad and underground cable will connect electricity to the sand and salt house. A sewer connection will not be established. Caltrans' workers will have access to the CHP sanitary facilities.

Avoidance, Minimization, and/or Mitigation Measures - Existing Sand House Location:

None Required.

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

Affected Environment – Proposed Sand House Location:

The area immediately adjacent to the proposed project is a mix of public facilities, residential properties, and small businesses. Union Mills Road and the CHP Access road provide access to these properties.

Union Mills Road currently serves a public equestrian facility, several residences, some private businesses, and several unoccupied parcels east of the road terminus. The road is approximately twenty feet wide with a one foot shoulder. Union Mills Road is a public road owned by adjacent private land owners and the Department of General Services (DGS). The road is plowed in the winter by Caltrans' Maintenance personnel. The road connects to I-80 at the Overland Trail Road intersection.

The CHP Access road is approximately sixteen feet wide and is largely on DGS property. The CHP facility and remainder of the CHP Access road are on Caltrans' property. The road is used occasionally by the public to access the Inspection Station and truck scales, and by CHP employees, to access I-80 and the CHP Inspection Station.

Affected Environment –Existing Sand House Location:

The area immediately adjacent to the existing facility at Floriston is I-80 which lies to the northwest, the Truckee River to the southwest and Union Pacific Railroad tracks to the east.

Environmental Consequences - Proposed Sand House Location:

Caltrans' maintenance vehicles would use Union Mills and the CHP Access Road for ingress and egress to the proposed sand and salt house facility (Figure 3). The additional traffic volumes on both roads would be low and limited largely to the winter months. During typical winter weather, the storage facility will increase traffic by an estimated five roundtrip vehicle trips per day plus monthly deliveries:

- Caltrans' personnel trucks - one vehicle per day
- Caltrans' 10-yard salt and sand application trucks - four vehicles per day
- Contractor material delivery semi-trucks - two deliveries per month.

Caltrans will construct a driveway leading to the sand and salt house from the CHP access road.

Very little impact to users of Union Mills Road, the CHP Access Road or to the intersection of Union Mills Road and Overland Trail is expected, given the low traffic volume generated and seasonal use of the sand and salt house.

Impacts to traffic during construction are expected to be minimal as materials will be stored at the adjacent CHP facility, thus reducing travel on Union Mills Road.

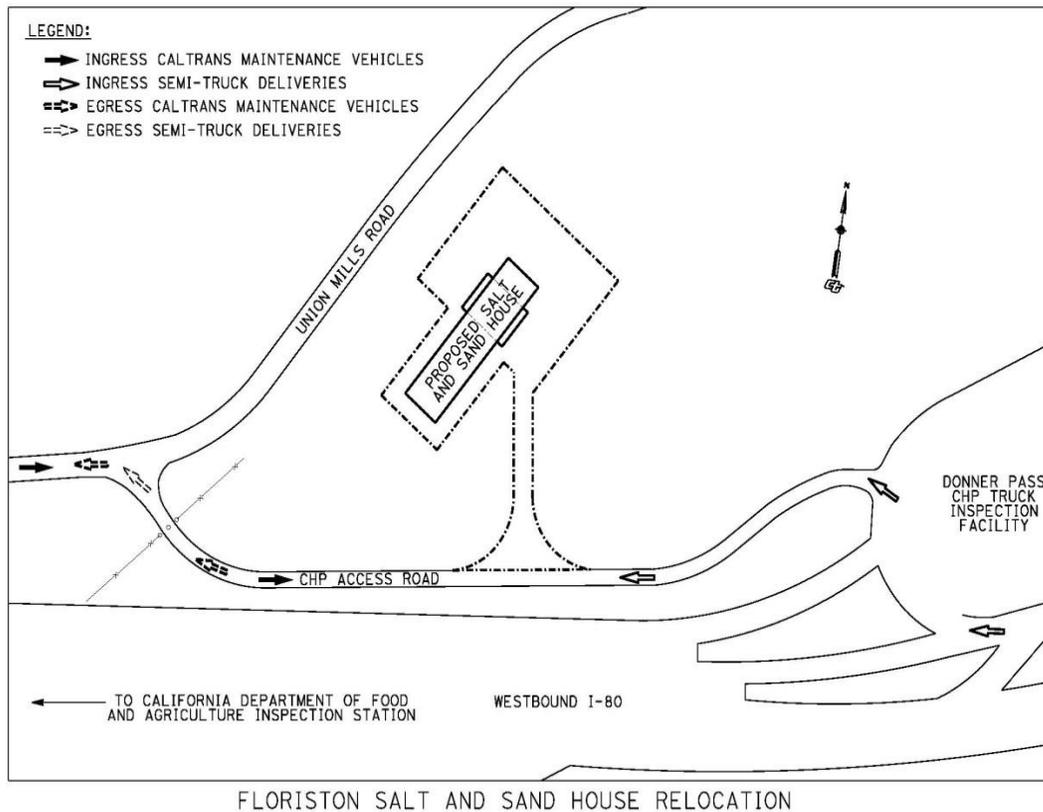


Figure 3: Circulation and Access

Environmental Consequences - Existing Sand House Location:

Impacts to traffic during demolition are expected to be minimal as materials will be stored at the existing site.

After demolition, the existing sand and salt house site will be decommissioned from future use; therefore, there will be no impacts to traffic or transportation.

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

Caltrans has coordinated with both the California Highway Patrol and the Department of General Services to minimize impacts to access and traffic circulation at both the Agriculture Inspection Station and the CHP Inspection Station. A yield sign and striping will be installed at the intersection of the sand house driveway and the access road to facilitate circulation between the CHP Inspection Station and the sand and salt house.

The proposed facility will be located in a more central location to the maintenance service area thus reducing the number of miles trucks need to travel to pick up and deliver sand and salt. Efficiency of maintenance operations will be enhanced with improved circulation patterns.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

None Required.

VISUAL/AESTHETICS

Regulatory Setting

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

Affected Environment - Proposed Sand House Location:

The proposed project site is located in a region characterized by mountainous terrain, typical of the western slope Sierra Nevada landscape. The physical environment is composed of conifer forest upland areas, river canyons, granite outcroppings and rock faces, and open meadows. Additionally, as one travels along this route, there are views and vistas of the mountainous landscape. The land use in the area is predominantly recreational. The highway facility is a major corridor and gateway for Northern California, which is heavily used at times by numerous types of vehicles.

The proposed site of the sand and salt house facility is located in an area that is mountainous and somewhat pristine, but there is virtually no landscaping on the site. The majority of the site lacks pavement and is exposed earth.

Affected Environment - Existing Sand House Location:

The existing site is located in a pocket that sits right at the curve of the off ramp for the town of Floriston. The site is located on the Truckee River and is ten miles northeast of the town of Truckee. This site is very scenic with views of the surrounding mountains and river.

Environmental Consequences – Proposed Sand House Location:

Viewer sensitivity and overall resource change at the proposed project's new location is considered moderate to low with regards to the relocation of the sand and salt house. Currently, the proposed project corridor is a mix of roadway facility, residential, commercial, and open space. Although the proposed project will be increasing the amount of paved surfaces and adding a new building into the environment, the visual character and quality of the proposed

project will still be compatible with the visual character and quality of the existing roadway corridor.

Appendix G of the California Environmental Quality Act (CEQA) Guidelines requires that the following issues be considered in determining the level of project impacts:

Will the project:

a) Have a substantial adverse effect on a scenic vista?

Scenic vistas are often panoramic views that have high quality compositional and picturesque value. Within the proposed project vicinity scenic vistas are available primarily from the I-80 mainline, where the slightly elevated roadway viewing position allows greater visual access to the hillsides, ridgelines, and open fields. This part of the highway does have a high scenic value, and there will be avoidance measures put in place to help ease any effects that the new building site would have on the vistas.

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

This section of I-80 is eligible for State Scenic Highway status. The eligibility extends from the state line to Emigrant Gap and a portion of it is eligible for State Scenic Highway status. This designation warrants special attention. In order to retain the possibility of becoming a designated scenic highway, every effort should be made to maintain and/or enhance the scenic quality of this section of highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The most noticeable aspects of the completed project would be the addition of a new building within the view shed, and any loss of vegetation that is required to be cleared around the new sand and salt house's immediate vicinity. It is expected that the viewers of these proposed elements would not find it out of place in this environment. There are existing buildings in the vicinity of the proposed project site (i.e.: the California Highway Patrol and Agricultural Inspection buildings) that would make this new additional building easier to expect in this view shed.

Special consideration of the placement of the building will be made to lessen any views of the building from the I-80 mainline. With proper placement, the building will seem to be smaller and not obstruct as much of the views of the surrounding mountains and open spaces.

The proposed facility could improve the site if the proper earth tone colors are implemented on the structures roof and sides of the building. The Tahoe region has been using shades of dark brown for the buildings and forest green for the roofs. Implementation of these types of colors will reduce glare and lessen possible visual impacts to the site.

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

No new source of lighting or glare is proposed as part of the project.

Environmental Consequences – Existing Sand House Location:

The site conditions that will be left after the demolition of the existing buildings will be less intrusive, as there will only be a building pad left. Viewers in the area will have a more open view of the mountains and rivers.

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The majority of the work will be within the limits of the highway corridor. The project development process should include consideration of measures to preserve and/or enhance the quality of cultural and natural scenic resources identified within the limits of the proposed project. Potential issues to be assessed include soil and slope stabilization strategies, re-vegetation, preservation of large trees, and context sensitive solutions. The standard recommendation used to minimize impacts will be required. These are typically applied during construction projects to restore and rectify disturbed areas, which include the implementation of erosion and sediment control measures.

The implementation of the following minimization measures will help to diminish any possible visual impacts that may occur as a result of this work.

1. Areas that will require ground disturbance by removing vegetation should be restored and rectified respectively before completion of the construction project. The trees and vegetation should be protected, where feasible. Vegetation removal should be limited to the extent necessary to construct the project.
2. All disturbed areas, including access roads, shall be re-graded to their pre-construction profiles and contours.
3. Where there may be mature trees and vegetation, design efforts should be given to save this landscaping. Large trees that frame the roadway should be preserved and protected.
4. Priority shall be given to evergreen landscape features that will screen the proposed sand and salt house building to ensure long term visual buffering. Planting trees along the access road will soften views of the buildings from the westbound I-80.
5. The design for the proposed new sand and salt house shall implement earth tone colors on the structure to help blend with the natural hues of the surrounding environment. The colors and tones of the final building design should complement the Agricultural Inspection Station. Bright contrasting colors should not be used (such as shades of reds and yellows and bright blues). Colors to consider should be shades of dark browns and muted greens.
6. Contour grading should be considered as a way to convey surface water runoff within the project site.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The existing site shall implement measures to insure that there will be no parking on the old building pad and that the site will be left in place the way it stands after demolition. Large boulders or logs shall be placed around the edge of the site; they shall be scattered or randomly placed to look more natural.

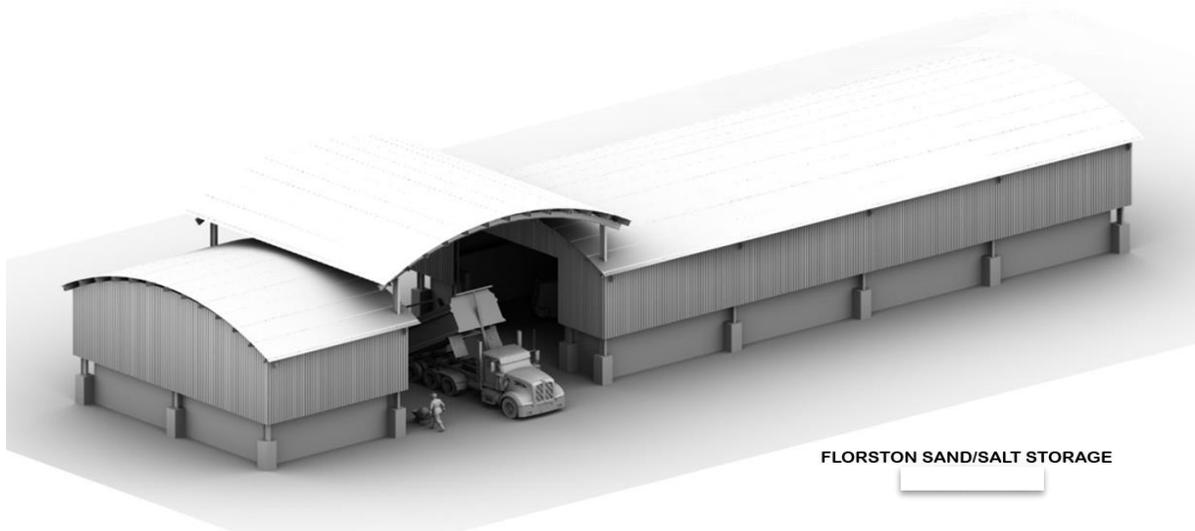


Figure 4: Visual Simulation (Structure Reversed)

CULTURAL RESOURCES

Regulatory Setting

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:

The National Historic Preservation Act (NHPA) of 1966 , as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Affected Environment – Proposed Sand House Location:

In accordance with Attachment 3 of the PA, the project’s Area of Potential Effects (APE) and archaeological survey area were established to encompass the maximum limits of all potential

ground disturbing construction activities associated with the proposed work, including but not limited to, all existing rights-of-way, temporary construction easements, and equipment staging areas.

Caltrans archaeologists conducted an archaeological inventory of the project's APE consisting of: (1) literature and records research at the North Central Information Center; (2) A search of district files and the Caltrans Cultural Resource Database (CCRD); (3) consultation with the Native American Heritage Commission, as well as with local Indian tribes/individuals; (4) consultation with local historic societies, museums, and interested members of the public; (5) examination of local historic maps and plans; and (6) an intensive pedestrian field survey of the APE conducted by professional archaeologists who meet the Secretary of Interior's qualification standards.

Affected Environment – Existing Sand House Location:

In accordance with Attachment 3 of the PA, the project's Area of Potential Effects (APE) and archaeological survey area were established to encompass the limits of the demolition activities and associated work.

Caltrans' archaeologists conducted an archaeological inventory of the project's APE consisting of a review of the following: Boca, Calif. USGS topographic quadrangle; Caltrans District 03/North Region project files; the Caltrans Cultural Resource Database; National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest and the California Register of Historical Resources. The findings of the review are that there are no archaeological properties present within the proposed project area.

Environmental Consequences – Proposed Sand House Location:

As a result of the cultural resource inventory, three cultural resources were identified within the project vicinity, one within the APE. The resource within the APE is a prehistoric site that straddles a section of Union Mills Road. The site was tested in 2001 when the agricultural inspection station was moved to the current location and found ineligible for both the National Register of Historic Places (NRHP) and the California Register of Historic Places (CRHP). This determination is still valid, requiring no further testing of the site. Given the ineligibility of the site, the proposed project will have no effect on any cultural resources.

Environmental Consequences – Existing Sand House Location:

The existing sand and salt house was constructed less than fifty years ago and is a "Property type 1" exempt from evaluation under the PA.

Work at this location does not have the potential to affect any archaeological sites due to its limited scope. The project involves no ground disturbance and all work, including staging, will take place on the existing pavement only. Therefore per the Section VI.3.B of the PA and 36 CFR 800(1), the undertaking is a type of activity that does not have the potential to affect historic archaeological properties or archaeological resources.

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

It is Caltrans' policy to avoid cultural resources whenever feasible. Due to the location and scope of work at this location, potential impacts to cultural resources have been avoided.

Additional archaeological surveys will be necessary if project limits are expanded to include areas outside the current APE limits. 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' D3 Environmental Management Branch (530) 741 – 7156, 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.

Avoidance, Minimization, and/or Mitigation Measures - Existing Sand House Location:

None Required.

Physical Environment

WATER QUALITY AND STORM WATER RUNOFF

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue 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 will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p)

¹ A point source is any discrete conveyance such as a pipe or a man-made ditch.

requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The USACE issues two types of 404 permits: General and Standard permits. There are two types of General permits: Regional permits and Nationwide permits. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE’s Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency’s Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent² standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause “significant degradation” to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

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 CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of “waste” as defined, and this definition is broader than the CWA definition of “pollutant.” Discharges under the Porter-Cologne Act are permitted by Waste Discharge

² The U.S. EPA defines “effluent” as “wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall.”

Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA 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 or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs 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 SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **National Pollutant Discharge Elimination System (NPDES) Program**

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined 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, that is designed or used for collecting or conveying storm water.” The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans’ MS4 permit covers all Department rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Caltrans’ MS4 Permit (Order No. 2012-0011-DWQ) was adopted on September 19, 2012 and became effective on July 1, 2013. The permit has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit (see below);
2. Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3. Caltrans' storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the Maximum Extent Practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

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

Construction General Permit

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller 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 result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The 2009 Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases, and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP). In accordance with Caltrans' Standard Specifications, a Water Pollution Control Plan (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by

the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as Waste Discharge Requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Affected Environment – Proposed Sand House Location:

The proposed project location sits atop a relatively level plateau and has no surface water on site. However, the site is bounded by Station Creek to the northwest, Prosser Creek to the north and northwest, and the Truckee River to the south. Station Creek is a tributary to Prosser Creek and the Truckee River and lies within the sub-watershed area to the Truckee River Hydrologic Unit. The principal receiving water is Station Creek.

A delineated wetland is located adjacent to Station Creek. This wetland can also be considered as receiving waters. The Environmental Protection Agency (EPA) defines receiving waters as "creeks, streams, rivers, lakes, estuaries, groundwater formations, or other bodies of water into which surface water, treated waste, or untreated waste are discharged."

Assessment of receiving water risk is based on whether a project drains to a sediment-sensitive water body. A sediment sensitive water body is either listed on the CWA 303(d) List for sedimentation, has a USEPA-approved Total Maximum Daily Load Implementation Plan for sediment, or has beneficial use to the people of the state. Station Creek has multiple beneficial uses as listed in the Water Quality Control Plan for the Lahontan Region (Basin Plan). Station Creek is subject to the same beneficial uses identified for a Minor Surface Waters, in the Basin Plan. As a result of the site's proximity to this water body, the project is categorized as a "low" receiving water risk

Affected Environment – Existing Sand House Location:

The existing facility has no surface water on site. However, the site is bounded by the Truckee River to the south-west. The site lies within the sub-watershed area to the Truckee River Hydrologic Unit. The location of the facility poses a potential risk as a point source for salt, sand, and rust pollution to the adjacent Truckee River.

In addition to beneficial uses to the State, a sediment sensitive water body also has beneficial uses to Cold Freshwater Habitat (COLD), Migration of Aquatic Organisms (MIGR) and Spawning, Reproduction and Development (SPWN). The Truckee River meets all receiving water risk criteria. As a result of the proximity to this water body, the project is categorized as a "high" receiving water risk.

Environmental Consequences – Proposed Sand House Location:

The discharge of storm water runoff from construction activity has the potential to affect water quality standards, water quality objectives and beneficial uses of adjacent receiving waters. Potential sources of pollutants are sediment, non-storm water discharges (groundwater, dewatering, water diversions) and discharges from vehicle/equipment cleaning agents, fueling

and maintenance. Other potential sources of pollutants are discharges from waste materials, material handling and storage activities.

Environmental Consequences – Existing Sand House Location:

The environmental consequences are the same as the proposed sand and salt house.

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The primary pollutant of concern is sediment and siltation from construction area disturbance. Where storm water runoff is determined to have connectivity to surface waters and/or is not adequately infiltrated or treated by the natural environment, storm water/urban runoff collection, treatment, and/or infiltration disposal facilities have been included in the project.

To address the potential for permanent water quality impacts, the proposed project will include an infiltration trench surrounding the building pad and driveway to encourage infiltration in the immediate location of the sand and salt house.

To address the temporary water quality impacts, the contractor will implement temporary Construction Site BMPs identified in the SWPPP or included as Line Item BMPs.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The primary pollutant of concern is sediment and siltation from demolition activities. To address the temporary water quality impacts, the contractor will implement temporary Construction Site BMPs identified in the Stormwater Pollution Prevention Plan (SWPPP) or included as Line Item BMPs. In addition, the permanent BMPs will be maintained.

HAZARDOUS WASTE/MATERIALS

Regulatory Setting

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

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act

- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)
- National Emission Standards for Hazardous Air Pollutants (NESHAP)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

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

Affected Environment - Proposed Sand House Location

The work scope involves construction of a proposed salt and sand storage facility on I-80 in the vicinity of the CHP Donner Pass Inspection Facility and the CDFG Truckee Boarder Protection Station.

An aerially deposited lead (ADL) site investigation, performed adjacent to the proposed project site in 2008, concluded that Total Lead in soil within the project limits is expected to be at non-hazardous levels.

No petroleum hydrocarbons contamination is known to exist on site and is not expected to be found within the project limits.

Affected Environment - Existing Sand House Location

The scope of work on the existing sand and salt house near the town of Floriston will consist of demolition and decommissioning of the above ground structures, site clean-up, and placing boulders on the old asphalt pads.

Based on the nature and location of the project, the potential for petroleum hydrocarbons contamination is not expected within the project limits, (Cortese Hazardous Waste &

Substances Site List and the Regional Water Quality Control Board (RWQCB) Geotracker record search).

The total lead concentration at the site is unknown, and no excess material is allowed to leave the project limits without being tested for ADL. Therefore, to avoid sampling and testing, all soil generated, if any, must stay within the project limits.

Treated Wood Waste (TWW) can occur as post along metal beam guard railing (MBGR), three beam barrier, piles, or roadside signs. These wood products are typically treated with preserving chemicals that may be hazardous (carcinogenic) and include, but are not limited to, arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxic Substances Control (DTSC) requires that TWW either be disposed as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste and must be disposed in an approved treated wood waste facility.

Environmental Consequences - Proposed Sand House Location:

Lead levels are expected to be non-hazardous; however, because the total lead level is unknown, no excess material is allowed to leave the project limits without being tested for ADL. To avoid sampling and testing, all soil generated must stay within the project limits.

Environmental Consequences - Existing Sand House Location:

Environmental consequences for ADL are the same as the proposed sand and salt house.

Demolition activities will impact the concrete structure of the buildings. Per NESHAP, an Asbestos Containing Materials (ACM) survey is required before demolition activities begin. The survey will include concrete samples for asbestos testing and paint samples for lead based paint testing.

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

No excess material is allowed to leave the project limits without being properly sampled and tested for ADL. The contractor will be responsible for identifying the appropriately permitted landfill to receive the material and for all associated trucking and disposal costs, including sampling and analysis required by the receiving landfill/property owner.

A project specific lead compliance plan (LCP) will be developed by a Certified Industrial Hygienist (CIH) and implemented during demolition.

Avoidance, Minimization, and/or Mitigation Measures - Existing Sand House Location:

All soil generated by demolition activities must stay within the project limits

The contractor is responsible for submitting the NESHAP notification to the Northern Sierra Air Quality Management District (AQMD)

A project specific LCP will be developed by a CIH and implemented during demolition. The LCP will include a Worker Health and Safety plan based on the findings in the ACMs survey report for asbestos and lead based paint.

If TWW is encountered during demolition, the contractor is directed to either dispose of the material as a hazardous waste, or if not tested, presume that TWW is a hazardous waste and then dispose in an approved treated wood waste facility.

AIR QUALITY

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}), and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California) sulfur dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related

“criteria pollutants” except SO₂ and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a “hot-spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called “maintenance” areas. “Hot-spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the “hot-spot” related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment – Proposed Sand House Location:

The proposed project is located in Nevada County which located in the Mountain Counties Air Basin (MCAB). The MCAB covers the mountainous area of the central and northern Sierra Nevada Mountains. Elevations range from several hundred feet in the foothills, to over 10,000 feet along the Sierra crest. The MCAB is governed by seven different air quality management districts. The portion of the basin that the proposed project is located in is governed by the Northern Sierra Air Quality Management District.

Transported pollutants from the Bay Area, and the Sacramento and San Joaquin Valleys, predominate as the cause of ozone in the MCAB and are largely responsible for the exceedances of the state and federal ozone ambient air quality standards in the MCAB.³

Affected Environment – Existing Sand House Location:

The affected environment is the same as for the proposed sand and salt house.

³ El Dorado County Air [Pollution](#) Control District. 2002. “CEQA Guide First Edition

Environmental Consequences – Proposed Sand House Location:

The proposed project activities will not degrade or change the quality of the air resources for the area on a long-term basis. However, short-term, the proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM₁₀, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature.

The proposed project is exempt from all air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection “Safety-Safety improvement program” (“Projects that correct, improve, or eliminate a hazardous location or feature”). The project does not change traffic volumes, speeds or composition and does not change the roadway alignment. Therefore, no impact is anticipated on air quality in the area and no further air quality analysis is required.

A slight risk to air quality exists with naturally occurring asbestos (NOA). NOA is known to exist in serpentine, a greenish greasy-looking rock, found within the ultramafic rock. Based on the California Geologic Survey and National Resource Conservation Service soils map, some ultramafic rocks are found in the western area of Nevada County. If NOA is found during construction, rules and regulations of the local air quality management districts must be adhered to when handling this material.

Environmental Consequences – Existing Sand House Location:

The environmental consequences for short-term construction-related air emissions are the same as for the proposed sand and salt house.

The project is not subject to Conformity requirements based the location of the project. A detailed project-level analysis is not required.

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The project contract will include measures requiring the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district in order to minimize any potential temporary construction-related emission impacts.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The avoidance, minimization, and/or mitigation measures are the same as for the proposed sand and salt house.

CLIMATE CHANGE

Climate change is analyzed at the end of this chapter. Neither the United States Environmental Protection Agency (U.S. EPA) nor Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. As stated on FHWA’s climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), 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 aid decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can easily 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.

Because there have been more requirements set forth in California legislation and executive orders on climate change, the issue is addressed in a separate California Environmental Quality Act (CEQA) discussion at the end of this chapter and may be used to inform the National Environmental Policy Act (NEPA) decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

NOISE

Regulatory Setting

The California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of the law is to promote the general welfare and to foster a healthy environment.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The CEQA noise analysis is included at the end of this section.

Figure 5 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 5: Noise Levels of Common Activities

According to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011*, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 7 dBA in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a new noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

Affected Environment – Proposed Sand House Location:

The proposed project site is immediately adjacent to the California Highway Patrol Donner Pass Inspection Facility and a Department of Food and Agriculture Inspection station. Both existing facilities generate ambient noise.

Affected Environment – Existing Sand House Location:

The facility at Floriston is immediately adjacent to I-80 to the northwest and the Union Pacific Railroad to the east; both generate ambient noise.

Environmental Consequences – Proposed Sand House Location:

The limited traffic during the winter for truck deliveries and pick up of sand and salt will contribute some additional noise due to the backup warning devices and activity associated with loading and unloading of material.

Environmental Consequences – Existing Sand House Location:

During demolition activities, noise may be generated from the contractor's equipment and vehicles.

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

Long-term impacts from noise were minimized by designing the sand and salt house to allow trucks to drive into and through the building. This allows trucks to load and unload material from the inside of the structure, thereby avoiding repetitive backing maneuvers.

During construction, noise may be generated from the contractors' equipment and vehicles. Noise generated during construction can and will be contained by making sure all vehicles are equipped with the manufacturer-recommended muffler and by abiding by Caltrans' standard contract language for job site activities between the hours of 9 p.m. to 6 a.m.

"The proposed project is considered a Type III project and it is exempt from traffic noise impact analysis under Title 23, Part 772 of the Code of Federal Regulations (23CFR772). Traffic noise impact is not anticipated to occur; therefore, no abatement is considered.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

There will be no long-term noise impacts. Once demolition activities take place, the site will be decommissioned from any future use.

Construction related noise measures are the same as for the proposed sand and salt house.

Demolition activities fall under the Type III project, which is the same as for the proposed sand and salt house.

Biological Environment

ANIMAL SPECIES

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Chapter 2, Resource Areas Reviewed with Determination of No Impact. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment - Proposed Sand House Location:

The proposed project location occurs on previously disturbed land. Literature searches indicate that sensitive animal species occur within the region.

Affected Environment - Existing Sand House Location:

The affected environment is the same as for the proposed sand and salt house.

Environmental Consequences - Proposed Sand House Location:

The proposed project site does have the potential to affect ground-nesting birds that are protected by the Migratory Bird Treaty Act and based on that, seasonally appropriate surveys should be conducted to assess the potential risk from construction to nesting birds.

Environmental Consequences - Existing Sand House Location:

There is no vegetation within the ESL. Adjacent wildlife species and vegetation will not be impacted by the proposed demolition of the facility due to the limited footprint of the built environment only.

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

Prior to construction of the proposed facility, seasonally appropriate bird surveys will be conducted to assess the potential risks from construction to nesting birds. If nests are found, all active nests will be avoided.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

None Required.

Construction Impacts

Environmental Consequences – Proposed Sand House Location:

The proposed project will have minimal impacts on traffic during construction; requiring no detours or highway closures. All equipment and material storage will be located on the adjacent CHP facility, thus reducing travel on Union Mills Road.

Environmental Consequences – Existing Sand House Location:

The proposed project will have minimal impacts on traffic during demolition, requiring no detours or highway closures. All equipment and material storage will be located on site.

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The standard recommendation used to minimize environmental impacts during construction will be required. These are typically applied during construction to restore and rectify disturbed areas, which include erosion control measures and implementation BMPs. Minimization measures that may apply to the project are as follows:

- All disturbed areas shall utilize temporary erosion control measures during construction. Erosion control measures may include Hydro seeding, Bonded Fiber Matrix, Compost Incorporation, Compost Blanket, and Rolled Erosion Control Product (Netting/Blanket). Specific materials and locations will be determined during design.
- Contour grading should be considered as a way to convey surface water runoff within the landscaped area.
- All areas disturbed during construction activities shall receive permanent erosion control seeding measures. All finished slopes and contour graded areas shall be

seeded with a permanent seed mix composed of native plant species indigenous to the area.

- All areas where vegetation is present should be protected in such a way as to reduce damage to the root systems. Where it is possible to relocate the trenching for conduit in order to protect the vegetation this method should be employed.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The avoidance, minimization, and/or mitigation measures are the same and the proposed sand and salt house.

Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

Project Analysis

The proposed sand and salt house will not have a cumulative effect on the growth or development of the immediate area given the limited function of the facility. The proposed project has also avoided cumulative impacts to traffic and the daily operations of the Agricultural Station and to the CHP facility by limiting use of both the CHP Access Road and Union Mills Road. In addition, there will not be any cumulative impacts to resources in the human or physical environment given Caltrans' avoidance and minimization measures.

While the project site is the location of a future Caltrans' Maintenance Facility, there are no plans being developed at this time with nothing planned, programmed or conceptual listed in the 2010 Caltrans' Transportation Corridor Concept Report. Given the limited resources in this area, impacts to the physical and human environment will be off-set to a "no impact" level with avoidance and minimization measures.

At the old facility in Floriston, there will not be any cumulative impacts to any physical or human resources given that the whole facility will be demolished, then decommissioned from future use.

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 GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs 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 GHG 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 GHG-emitting sources. The dominant GHG 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 GHG 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)⁴.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG-emitting fuels, and 4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued cooperatively.⁵

REGULATORY SETTING

State

With the 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 GHG 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

⁴ http://climatechange.transportation.org/ghg_mitigation/

⁵ http://www.fhwa.dot.gov/environment/climate_change/mitigation/

reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

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

Assembly Bill 32 (AB 32), Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB 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 establishes 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 EO, 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 (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires 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 their 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 GHG reduction are a concern at the federal level, currently no regulations or legislation have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis.⁶ FHWA 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

⁶ To date, no national standards have been established regarding mobile source GHGs, nor has U.S. EPA established any ambient standards, criteria or thresholds for GHGs resulting from mobile sources.

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 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 FHWA 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.

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 GHGs 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, 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. Thus, it is the Supreme Court’s interpretation of the existing Act and EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions. U.S. EPA in conjunction with NHTSA issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010.⁷

The U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG 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 expected to reduce GHG emissions 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, U.S. EPA and NHTSA issued a joint Final Rulemaking to extend the National Program for fuel economy standards to model year 2017 through 2025 passenger

⁷ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

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 GHG emissions.

The complementary U.S. EPA and NHTSA 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.

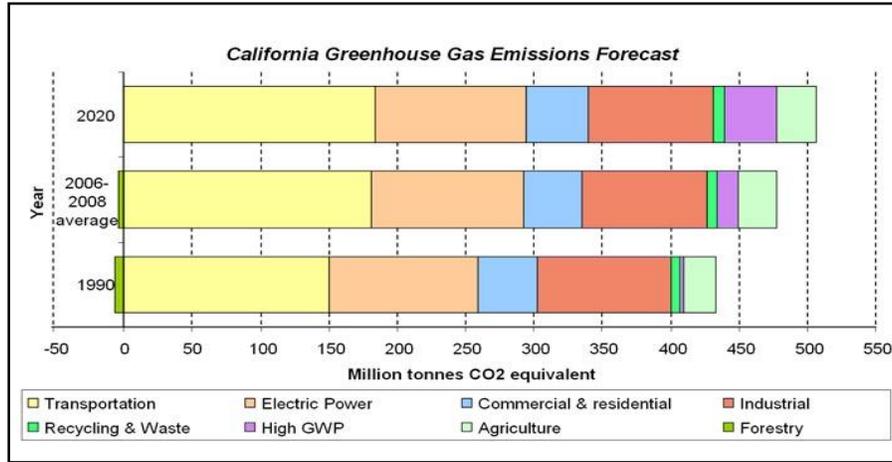
Project Analysis

An individual project does not generate enough GHG 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 GHG.⁸ 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 GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). 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 emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

⁸ 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).

FIGURE 6: 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 GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁹

The proposed project is a structure replacement and demolition project, and will not increase or change long- term traffic in the area. Therefore, no increase in operational GHG emissions is anticipated to occur with the project.

CONSTRUCTION EMISSIONS

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site 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 GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

⁹ 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

Although construction emissions are unavoidable and are expected to be minimal, the proposed project will not increase capacity and is not expected to result in additional operational CO₂ emissions. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project's direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section, Greenhouse Gas Mitigation.

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, 2011¹⁰, 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 EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This EO 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)¹¹, which summarizes the best-known science on climate change impacts to California, assesses

¹⁰ <http://www.whitehouse.gov/administration/eop/ceq/initiatives/adaptation>

¹¹ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

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 EO 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 Strategy document, including the California Environmental Protection Agency; Business, Transportation and Housing; Health and Human Services; and the Department of Food & 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 Report¹² 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.
- The range of uncertainty in selected sea level rise projections.
- A 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.
- A 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 Academies 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.

All projects that have filed a Notice of Preparation as of the date of EO 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.

¹² *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.

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 economy of the state. Caltrans 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 EO S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

Chapter 3 – 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, internal focus meetings, interagency coordination meetings, Native American Groups, Historical Societies and individuals. This chapter summarizes the results of Caltrans efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Consultation and Coordination with Public Agencies:

California Native American Heritage Commission (CalNAHC)

Letter received January 2014 in response to Caltrans request for information regarding the presence of cultural resources within or adjacent to the proposed project area.

California Department of Food and Agriculture (CDFA)

Participated in meetings with Caltrans and other Public Agencies throughout project development.

California Highway Patrol (CHP)

Participated in meetings with Caltrans and other Public Agencies project throughout project development.

Department of Governmental Services (DGS)

Participated in meetings with Caltrans and other Public Agencies throughout project development.

Lahontan Regional Water Quality Control Board (RWQCB)

Participated in meetings with Caltrans and other Public Agencies throughout project development.

Town of Truckee

Comment letter received April 2015 regarding visual impacts of the proposed project.

Consultation and Coordination with Other Groups and/or Individuals:

Nevada County Historical Society

Letter sent January 2014 regarding the presence of any historic-era resources within or adjacent to the proposed project area.

Truckee Donner Historical Society

Letter sent January 2014 regarding the presence of any historic-era resources within or adjacent to the proposed project area.

Native American Contact List:

Letter sent January 2014 to the following Native American individuals regarding the presence of cultural resources within or adjacent to the proposed project area:

Rose Enos
Darrel Kizer
Darrel Cruz
April Wallace Moore

Chapter 4 – List of Preparers

The following Caltrans' staff contributed to the preparation of the Initial Study.

Kelli Angel, Biologist. Contribution: Natural Environment Study Preparer

Alicia Beyer-Salinas, Hazardous Waste Specialist. Contribution: Hazardous Waste Study Preparer

William Larson, Cultural Resource Specialist. Contribution: Memorandum of Compliance Preparer

Jason Lee, Air and Noise Specialist. Contribution: Air and Noise Assessment Preparer

Hanna Main, Biologist. Contribution: Natural Environment Study Preparer

Suzanne Melim – Environmental Branch Chief.

Darrell Naruto, Water Quality Specialist. Contribution: Water Quality Assessment Preparer

Nina Roscow, Environmental Planner. Contribution: Environmental Document Preparer

Kristen Stubblefield, Environmental Planner. Contribution: Environmental Document Preparer

Stefan Sutton, Environmental Branch Chief, Contribution: Environmental Document Reviewer.

Sharon Tang, Air and Noise Specialist. Contribution: Air and Noise Assessment Preparer

Jennifer White, Landscape Associate. Contribution: Visual Impact Assessment Preparer

Appendix A. CEQA Checklist

CEQA Environmental Checklist

03-NEV-80	PM 19.0–19.4 & 27.4	03-3F920
Dist.-Co.-Rte.	P.M/P.M.	E.A.

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"/>
 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"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

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

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 type="checkbox"/>	<input checked="" 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"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<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
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has 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?
- 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?
- 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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<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
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 wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 storm-water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<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
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"/>

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"/>

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"/>

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 ground borne vibration or ground borne 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
) 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"/>

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"/>

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

	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"/> |

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"/> |

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"/> |
| 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"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>

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

BIOLOGICAL RESOURCES:

Ground nesting birds may be present on the proposed project site and could potentially be disturbed during construction. Seasonally appropriate bird surveys will be conducted to assess risk to birds and appropriate mitigation measures for bird protection will be incorporated into the contract.

HYDROLOGY AND WATER QUALITY:

A "Less than significant impact" determination in this section is based on the Water Quality report, January 2014. The project is not expected to contribute substantial amounts of additional runoff from the site to adjacent water bodies. An infiltration trench will be constructed on the periphery of the building pad and entrance driveway to intercept runoff from the new facility. Temporary construction site BMPs measures will be included on the old sand house during demolition activities, while permanent erosion control measure will be maintained.

Appendix B. Title VI Policy Statement

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



*Use your power!
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/bcp/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

Appendix C. Avoidance and Minimization Summary

UTILITY AND EMERGENCY SERVICES

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House

Location:

The proposed sand and salt house has minimized utility and emergency service impacts by connecting to existing utilities and by utilizing existing roads as access to the proposed facility. Electrical service for the sand and salt house will utilize an existing high voltage vault located along the electrical line on the north edge of the CHP access road, near Union Mills Road. A new service transformer pad and underground cable will connect electricity to the sand and salt house. A sewer connection will not be established. Caltrans' workers will have access to the CHP sanitary facilities.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House

Location:

None Required.

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House

Location:

Caltrans has coordinated with both the California Highway Patrol and the Department of General Services to minimize impacts to access and traffic circulation at both the Agriculture Inspection Station and the CHP Inspection Station. A yield sign and striping will be installed at the intersection of the sand house driveway and the access road to facilitate circulation between the CHP Inspection Station and the sand and salt house.

The proposed facility will be located in a more central location to the maintenance service area thus reducing the number of miles trucks need to travel to pick up and deliver sand and salt. Efficiency of maintenance operations will be enhanced with improved circulation patterns.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House

Location:

None Required.

VISUAL RESOURCES

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House

Location:

The majority of the work will be within the limits of the highway corridor. The project development process should include consideration of measures to preserve and/or enhance the quality of cultural and natural scenic resources identified within the limits of the proposed project. Potential issues to be assessed include soil and slope stabilization strategies, re-vegetation, preservation of large trees, and context sensitive solutions. The standard recommendation used to minimize impacts will be required. These are typically applied

during construction projects to restore and rectify disturbed areas, which include erosion control measures and implementation of BMPs.

The implementation of the following minimization measures will help to diminish any possible visual impacts that may occur as a result of this work.

1. Areas that will require ground disturbance by removing vegetation should be restored and rectified respectively before completion of the construction project. The trees and vegetation should be protected, where feasible. Vegetation removal should be limited to the extent necessary to construct the project.
2. All disturbed areas, including access roads, shall be re-graded to their pre-construction profiles and contours.
3. Where there may be mature trees and vegetation, design efforts should be given to save this landscaping. Large trees that frame the roadway should be preserved and protected.
4. Priority shall be given to evergreen landscape features that will screen the proposed sand and salt house building to ensure long term visual buffering. Planting trees along the access road will soften views of the buildings from the westbound I-80.
5. The design for the proposed new sand and salt house shall implement earth tone colors on the structure to help blend with the natural hues of the surrounding environment. The colors and tones of the final building design should complement the Agricultural Inspection Station. Bright contrasting colors should not be used (such as shades of reds and yellows and bright blues). Colors to consider should be shades of dark browns and muted greens.
6. Contour grading should be considered as a way to convey surface water runoff within the project site.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House

Location:

The existing site shall implement measures to insure that there will be no parking on the old building pad and that the site will be left in place the way it stands after demolition. Large boulders or logs shall be placed around the edge of the site; they shall be scattered or randomly placed to look more natural.

CULTURAL RESOURCES

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House

Location:

It is Caltrans' policy to avoid cultural resources whenever feasible. The location of the proposed facility and limited scope of work avoided potential impacts to cultural resources.

However, further investigation of the resources within the APE may be necessary if they cannot be avoided by the proposed project. Additional archaeological surveys will be necessary if project limits are expanded to include areas outside the current APE limits. If previously unidentified cultural materials and/or features are unearthed during construction, it is Caltrans' policy that all work in the immediate area be halted until a qualified archaeologist can assess the nature and significance of the find.

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' Archaeologist, William Larson (530) 741 – 4573, 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.

Avoidance, Minimization, and/or Mitigation Measures - Existing Sand House Location:

None Required.

WATER QUALITY AND STORM WATER RUNOFF

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The primary pollutant of concern is sediment and siltation from construction area disturbance. Where storm water runoff is determined to have connectivity to surface waters and/or is not adequately infiltrated or treated by the natural environment, storm water/urban runoff collection, treatment, and/or infiltration disposal facilities have been included in the project.

To address the potential for permanent water quality impacts, the proposed project will include an infiltration trench surrounding the building pad and driveway to encourage infiltration in the immediate location of the sand and salt house.

To address the temporary water quality impacts, the contractor will implement temporary Construction Site BMPs identified in the Stormwater Pollution Prevention Plan (SWPPP) or included as Line Item BMPs.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The primary pollutant of concern is sediment and siltation from construction area disturbance. To address the temporary water quality impacts, the contractor will implement temporary Construction Site BMPs identified in the Stormwater Pollution Prevention Plan (SWPPP) or included as Line Item BMPs.

HAZARDOUS WASTE/MATERIALS

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

No excess material is allowed to leave the project limits without being properly sampled and tested for ADL. The contractor will be responsible for identifying the appropriately permitted landfill to receive the material and for all associated trucking and disposal costs, including sampling and analysis required by the receiving landfill/property owner.

A project specific lead compliance plan (LCP) will be developed by a Certified Industrial Hygienist (CIH) and implemented during demolition.

Avoidance, Minimization, and/or Mitigation Measures - Existing Sand House Location:

All soil generated by demolition activities must stay within the project limits

The contractor is responsible for submitting the NESHAP notification to the Northern Sierra Air Quality Management District (AQMD)

A project specific LCP will be developed by a CIH and implemented during demolition. The LCP will include a Worker Health and Safety plan based on the findings in the ACMs survey report for asbestos and lead based paint.

If TWW is encountered during demolition, the contractor is directed to either dispose of the material as a hazardous waste, or if not tested, presume that TWW is a hazardous waste and then dispose in an approved treated wood waste facility.

AIR QUALITY

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The project contract will include measures requiring the contractor to comply with all pertinent rules, regulations, ordinances, and statues of the local air district in order to minimize any potential temporary construction-related emission impacts.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

The avoidance, minimization, and/or mitigation measures are the same as for the proposed sand and salt house.

NOISE

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

Long-term impacts from noise were minimized by designing the sand and salt house to allow trucks to drive into and through the building. This allows trucks to load and unload material from the inside of the structure, thereby avoiding repetitive backing maneuvers.

During construction, noise may be generated from the contractors' equipment and vehicles. Noise generated during construction can and will be contained by making sure all vehicles are equipped with the manufacturer-recommended muffler and by abiding by Caltrans' standard contract language for job site activities between the hours of 9 p.m. to 6 a.m.

"The proposed project is considered a Type III project and it is exempt from traffic noise impact analysis under Title 23, Part 772 of the Code of Federal Regulations (23CFR772). Traffic noise impact is not anticipated to occur; therefore, no abatement is considered.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

There will be no long-term noise impacts. Once demolition activities take place, the site will be decommissioned from any future use.

Construction related noise measures are the same as for the proposed sand and salt house.

Demolition activities fall under the Type III project, which is the same as for the proposed sand and salt house.

Biological Resources

ANIMAL SPECIES

Avoidance, Minimization, and/or Mitigation Measures - Proposed Sand House Location:

Prior to construction of the proposed facility, seasonally appropriate bird surveys will be conducted to assess the potential risks from construction to nesting birds. If nests are found, all active nests will be avoided.

Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House Location:

None Required.

Construction

Avoidance, Minimization, and/or Mitigation Measures – Proposed Sand House Location:

The standard recommendation used to minimize environmental impacts during construction will be required. These are typically applied during construction to restore and rectify disturbed areas, which include erosion control measures and implementation BMPs. Minimization measures that may apply to the project are as follows:

- All disturbed areas shall utilize temporary erosion control measures during construction. Erosion control measures may include Hydro seeding, Bonded Fiber Matrix, Compost Incorporation, Compost Blanket, and Rolled Erosion Control Product (Netting/Blanket). Specific materials and locations will be determined during design.
- Contour grading should be considered as a way to convey surface water runoff within the landscaped area.
- All areas disturbed during construction activities shall receive permanent erosion control seeding measures. All finished slopes and contour graded areas shall be seeded with a permanent seed mix composed of native plant species indigenous to the area.
- All areas where vegetation is present should be protected in such a way as to reduce damage to the root systems. Where it is possible to relocate the trenching for conduit in order to protect the vegetation this method should be employed.

**Avoidance, Minimization, and/or Mitigation Measures – Existing Sand House
Location:**

The avoidance, minimization, and/or mitigation measures are the same and the proposed sand and salt house.

List of Technical Studies

The following technical reports were prepared in order to analyze the potential effects this project may have on the environment and to assist in preparing this Initial Study with Proposed Negative Declaration.

Air Quality and Noise Analysis, March 2016

Transportation Air Quality Conformity Findings Checklist, March 2016

Natural Environment Study, March 2016

Visual Impact Assessment, February 2014 & March 2016

Water Quality Assessment, January 2014 & March 2016

Initial Site Assessment for Hazardous Waste, February 2014 & March 2016

Mini-Preliminary Environmental Assessment Report (PEAR), March 2014

Preliminary Environmental Assessment Reports (PEAR)

Biological Resources Scoping Checklist, February 2014

Air Quality and Noise Analysis, March 2014

Cultural Resources Memo, February 2014

Historic Properties Survey Report (HPSR), January 2014

Archaeological Survey Report (ASR), July 2014