

Nev-80 Floriston Sand and Salt House

Relocation and Site Development

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

Initial Study with Proposed Negative Declaration



Prepared by the
California State Department of Transportation

September 2014



General Information About This Document

What's in this document?

The purpose of this document is to examine the potential effects of the project proposed below. This document will be circulated for 30 days for public review. During this time members of the community that may be affected by the proposed project can send comment to the California Department of Transportation (Caltrans).

What should you do?

Read through this document to learn how this project can affect you. If you have any questions or concerns with the project please feel free to contact Caltrans with any your comments. Submit comments by mail to the following Caltrans Office address:

Suzanne Melim, Environmental Branch Chief
Attn: Nina Roscow
Department of Transportation, District 3 Environmental Planning
703 B Street,
Marysville, CA 95901

Comments must be received within the 30 day comment window for your comment and a response to be included in the final document.

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 appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: *Nina Roscow* Ph: (530)741-4140, or use the California Relay Service TTY number, 1-800-735-2929.

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INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

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

This project proposes to replace the Floriston Sand and Salt House with a new Sand and Salt House located within state right of way off westbound I-80 in Truckee, PM 19.0 to 19.4, between the California Department of Food and Agriculture (CDFA) Truckee Border Protection Station and the California Highway Patrol CHP) Donner Pass Inspection Facility, south of Union Mills Road (Figure 1).

The Floriston Sand and Salt House has deteriorated with time (Figure 2). Several problems have been identified indicating the building has reached the end of its service life. Environmental, stormwater and archeological issues constrain possible repair of the facility and have lead to the recommendation for replacement of the Sand and Salt House. Failure to replace the structure could result in material supply delays causing extended road closures impacting the health and safety of the traveling public.

Determination

Caltrans has prepared an Initial Study for this project and has determined that the proposed project would have no effect on hazardous waste, cultural resources, visual resources, air quality, noise, land use, growth, parks and recreational facilities, community impacts, cumulative impacts, or utility and emergency services.

The proposed project would have a less than significant effect on biological resources, water quality, and traffic/transportation with incorporation of the following avoidance and minimization measures:

- Pre-construction bird surveys will be conducted by the 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 to protect water quality and control erosion.
- A traffic yield sign and striping will be installed at the driveway exit from the proposed sand and salt house.
- The project includes a trench surrounding the facility building pad and driveway to encourage infiltration in the immediate location of the sand/salt house.

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

Date

Initial Study

Project Title

Nevada-80 Floriston Sand and Salt House Relocation and Site Development

CEQA Lead Agency Name, Address and Contact Person

California Department of Transportation
703 B Street, Marysville CA. 95901
Suzanne Melim, (530)741-4484

Project Location

This project is located in Nevada County along Interstate 80 between post miles 19.0 to 19.4.

Project Sponsor's Name and Address

The sponsor of this project is the California Department of Transportation.
703 B Street, Marysville CA. 95901

Purpose and Need

The purpose of this project is to replace the sand house currently located in Floriston.

The project is needed because the Floriston facility has structural damage. Repair of the damage is not cost effective given the age 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. Winter maintenance activities on Interstate 80, State Route (SR) 89, and SR 267 depend on access to sand and salt storage and will be compromised if the building is not replaced.

Description of Project

The project proposes to construct a sand and salt house to replace the existing sand and salt house facility located in Floriston. Work will include paving for access, trenching for electrical, and grading for site drainage. Directional signs will be installed to facilitate circulation of traffic in and around the new facility.

Demolition of the existing Floriston facility will be completed by a separate project. A separate environmental document will be required addressing the potential cultural and environmental impacts triggered by removal of the Floriston facility. Environmental review and approval from several resource agencies will be required before demolition can take place.

Surrounding Land Uses and Setting

The site is located adjacent to the I-80 highway corridor with existing facilities dedicated to the California Highway Patrol Donner Pass Inspection Facility and the Department of Food and Agriculture Inspection station on either side of the proposed sand and salt house facility. The area around the project site consists of low density residential areas mixed with recreational open space.

Permits and Approvals Needed

- National Pollution Discharge Elimination System (NPDES) permit

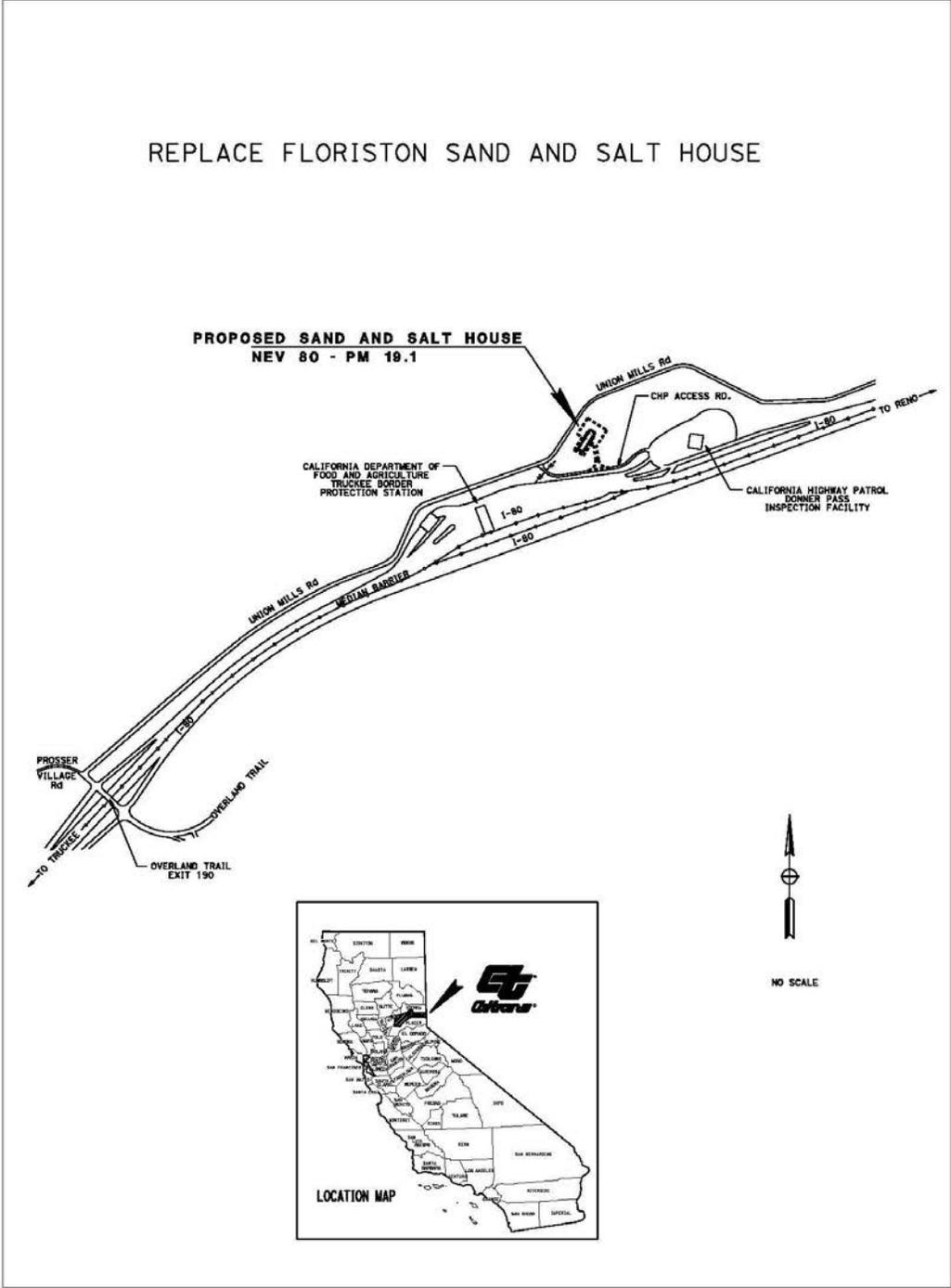


Figure 1: Vicinity Map for Proposed Sand and Salt House



A



B



C



D

Figure 2: Existing Sand and Salt House in Floriston

Resource Areas Reviewed with Determination of No Impact

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

Land Use

Coastal Zone: The 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.

Farmlands and Timberlands: The project location 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 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 project limits.

Hydrology and Floodplain: The project does not impact the hydrology of the area. The project site and Station Creek lie within FEMA Map Zone X – “Other Areas, Areas determined to be outside the 0.2% annual chance floodplain.”

Geology/soils/seismic/topography: The 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 paleographic resources identified within the project limits according to the Cultural Resources Report.

Biological Resources

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

Executive Summary

The proposed project will replace the existing sand and salt house located in Floriston with a new facility located on Caltrans property adjacent to the California Highway Patrol Donner Pass Inspection Facility and the Department of Food and Agriculture Inspection station (Figure 3). The new sand and salt house location is within the Truckee town limits. The project will consist of one structure, a building pad, and a driveway leading from the access road attached to the CHP facility.

The proposed project is limited to construction of the sand/salt house. The project scope does not include demolition of the existing Floriston sand and salt house. That work will be done under a separate contract in the future.

The project will have minimal impact on traffic circulation in the area. A limited number of trucks will use the facility during the winter with negligible use by vehicles during the summer.

Environmental impacts are limited to possible tree removal on the access road and shrub removal for the sand and salt house site itself. No cultural resources will be impacted and no water resources will be affected.

The visual impact of the new facility will be minimized by using colors to paint the structure that blend in with the surrounding landscape. The view from the highway will be largely unaffected given the color treatment of the structure and consistency with the context of the existing land use. The adjacent Agriculture and CHP Inspection stations provide a public facility presence in the area that accommodates the addition of the Caltrans sand and salt house.

The project is expected to be completed in one season during the summer of 2016.



Figure 3: Site Location for Proposed Sand and Salt House

Project Alternatives

Preferred Alternative

The preferred alternative proposes a combined sand and salt house to replace the existing sand and salt houses located in Floriston. The building would be constructed between the CHP and CDFA Inspection Stations, on the north side of I-80, 3.5 miles northeast of Truckee. The structure was sized to include the combined sand capacities for replacement of the Floriston sand house and the Truckee Maintenance Station sand house. This could allow future closure of the Truckee sand house, eliminating some traffic at the Truckee Maintenance Station, as desired by neighbors and the Town of Truckee.

The building was designed with a covered drive-through for trucks, facilitating loading and unloading of materials in inclement weather. The drive-through feature should also limit the frequency of back-ups reducing the amount of noise generated by the truck activity.

No-Build 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 and need of the project to replace the deteriorating facility at Floriston and centralize the location to reduce travel times in the Truckee Maintenance Service Area.

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 concerns.

Alternative A3:

This alternative considered constructing a new facility near the Donner Lake Interchange. The alternative was dismissed when 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. Interstate 80 at the Summit closes to all traffic in the most severe weather conditions making deliveries of sand and salt to the Truckee area impossible.

Alternative B2:

Expanding and utilizing the existing salt and sand storage facilities at the Truckee Maintenance Station were considered. This idea was rejected as Maintenance Station neighbors and the Town of Truckee have raised concerns about traffic volumes related to the Station. Increasing the salt and sand storage facilities would lead to more traffic. In addition, enlarging salt and sand storage facilities would worsen congestion in the area adjacent to the Station.

Permits and Approvals Needed

A National Pollution Discharge Elimination System (NPDES) permit will be required for the project.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Less Than Significant Impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

Impacts Checklist

The impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact (PSI),” “less than significant impact with mitigation (LSIWM),” “less than significant impact (LSI),” and “no impact (NI).”

A brief explanation of each California Environmental Quality Act checklist determination that is other than “No Impact” is included at the end of each checklist section.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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 that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determination in this section is based on the Visual Impact Assessment, February 2014.

II. AGRICULTURE 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. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the scope of work and project location neither of which impacts any agricultural resources.

III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

“No Impact” determinations in this section are based on the Air Quality Report, March 2014.

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

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

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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?

“Less than significant impact” determinations in this section are based on the Biology Memo, June 2014. Under “d” above, a wildlife migration route has been identified in the project vicinity. Mule deer are frequently observed in the area. A wildlife crossing west of the project site on Union Mills Road has documented use by wildlife including deer. If fencing is installed on the project, measures will be included in the design to minimize disruption to migration routes. In addition, ground nesting birds may be present on the 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.

V. CULTURAL RESOURCES — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

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

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Disturb any human remains, including those interred outside of formal cemeteries?

“No Impact” determinations in this section are based on the Cultural Resources memo, February 2014.

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:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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"/>
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 onsite or offsite 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"/>
<i>“No Impact” determinations in this section are based on conversations with Project Engineer, March 2014.</i>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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- 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?
- d) Be located on a site that 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?
- 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"/>
<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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determination in this section is based on review of the Initial Study Assessment (ISA) completed in September 2013.

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 that 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 that would result in substantial erosion or siltation on- or offsite?	<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 that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water that 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that 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) Result in inundation by a seiche or wave, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Less than significant impact” determinations in this section are based on the Water Quality report, January 2014. Under “e” above, the project is not expected to contribute substantial amounts of additional runoff from the site to adjacent waterbodies. An infiltration trench will be constructed on the periphery of the building pad and entrance driveway to intercept runoff from the new facility.

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"/>

“No Impact” determinations in this section are based on conversations with Project Engineer, March 2014.

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				

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

“No Impact” determinations in this section are based on conversations with Project Engineer, March 2014.

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"/>
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"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the Noise Report, January 2014.

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				

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the scope and location of the project that will not impact any housing resources or population groups.

XIV. PUBLIC SERVICES —

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and location of the project. No fire protection, police protection, schools, parks, or other public facilities will be impacted by the project.

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"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on the scope and location of the project. Informal recreation opportunities exist in the vicinity of the project but will not be affected by the new facility.

XVI. TRANSPORTATION/TRAFFIC — Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“Less than significant impact” determinations in this section are based on emails from the Traffic Engineer July 2014. Under “a” and “d” above, the project is not expected to substantially increase the amount of traffic in the immediate project area. Some increase in truck traffic will occur but is largely limited to the winter months. Traffic signs will be installed at the entrance to the driveway leading to the new facility to direct trucks to the appropriate exit route.

XVII. UTILITY 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 that 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"/>

“No Impact” determinations in this section are based on conversations with Project Engineer, March 2014.

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, 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"/>

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

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

Affected Environment, Environmental Consequences And Mitigation Measures

Biological Environment

Natural Communities

This section of the document discusses natural communities of concern. The section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Regulatory Setting

Not needed.

Affected Environment

The project is located in the Sierra Nevada mountains near the town of Truckee. The geology of the area consists primarily of granitic rocks of the Sierra Batholith. The appearance of the Sierra Nevada has been largely determined by large-scale glaciation, faulting, tectonic uplift, erosion, alluviation, and recent volcanism. Rocks are mainly igneous and metamorphic units of a variety of compositions and age, and include volcanic along with metasedimentary, interlayered rocks.

The vegetation in the project area ranges from a low sagebrush community to an upland big sagebrush community with some herbaceous wet meadows. Dominant plants include big sagebrush (*Artemisia tridentata*) and bitterbrush (*Purshia* spp.), with some low sagebrush (*Artemisia arbuscula*) and Sandberg bluegrass (*Poa sandbergii*).

The project site is in an upland location. Wetlands and waters exist on adjacent parcels but are outside the project limits (Figure 4). Database searches indicate that sensitive plant and animal species occur within the region. Based on the location of the proposed work and the previous disturbance, the project is not expected to affect any listed sensitive plants or animals. Both native and introduced vegetation is present on the project site; however, previous surveys have determined that the site does not have any listed plant species. Adjacent parcels have not been surveyed and if access or other work requires disturbance of these parcels then appropriately timed surveys will need to be conducted and the project does have the potential to affect sensitive resources.

Biological Resources



Figure 4

Environmental Consequences

The 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 is not impacted by the new facility.

Avoidance, Minimization, and/or Mitigation Measures

The project avoided environmental impacts by locating the structure on previously disturbed ground. Access to the structure utilizes an existing access road and constructs a short driveway rather than constructing a new road to the facility.

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. 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.

Affected Environment

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

Environmental Consequences

The 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 to construction from nesting birds and measures should be incorporated into the construction contract.

The project is located in an identified migration route for mule deer (*Odocoileus hemionus* subsp. *californicus*). If fencing is identified as part of the proposed project, then that should be designed in a manner that doesn't affect wildlife movement.

Avoidance, Minimization, and/or Mitigation Measures

The project scope is limited to construction of one building, building pad, and a driveway minimizing the impact to adjacent undisturbed areas.

Invasive Species

Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States (U.S.). The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list currently maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment

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

Environmental Consequences

No invasive plant species are currently present on the project area. Environmental consequences are therefore limited to introduction of invasive species during construction.

Avoidance, Minimization, and/or Mitigation Measures

In an effort to minimize the potential introduction of invasive plant species, all equipment and materials will be required to be cleaned or free of earthen materials before entering the job-site.

Areas of disturbance on the project will be re-vegetated with native plant species after construction is complete.

Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

This section of the document discusses all the other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), CA Public Resources Code, Sections 2100-21177.

Affected Environment

The project site is in an upland location and occurs on previously disturbed land. Database findings indicate that sensitive plant species occur within the region.

Environmental Consequences

Based on the location of the proposed work, previous site disturbance, and plant surveys conducted during the spring and summer, the project is not expected to affect any listed sensitive plants.

Avoidance, Minimization, and/or Mitigation Measures

Due to a lack of sensitive plant species, the project did not require any avoidance, minimization or mitigation measures for sensitive plants.

Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

The project site is in an upland location and occurs on previously disturbed land. Database findings indicate that threatened and endangered plant species occur within the region.

Environmental Consequences

Based on the location of the proposed work and the previous disturbance, the project is not expected to affect.

Avoidance, Minimization, and/or Mitigation Measures

Due to a lack of listed threatened or endangered plants or animals, the project did not require any avoidance, minimization or mitigation measures for listed plants or animals.

Hazardous Waste

Regulatory Setting

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.

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)

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.

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

Affected Environment

The project location occurs on previously disturbed land adjacent to both the California Highway Patrol Donner Pass Inspection Facility and the Department of Food and Agriculture Inspection station located on Interstate 80.

Environmental Consequences

An aerially deposited lead (ADL) site investigation performed adjacent to this project site during 2008 concluded that Total Lead concentrations ranged from 5.7 to 9.2 mg/kg with an average concentration of 6 mg/kg, therefore, the Total Lead concentration in soil within this 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.

Avoidance, Minimization, and/or Mitigation Measures

A project specific lead compliance plan is required.

No excess material is allowed to leave the project limits without being properly sampled and tested for Aerially Deposited Lead (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.

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.

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, 2014, the First Amended 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).

The proposed project is a federal undertaking subject to 36 CFR Part 800, implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) and conducted under the guidelines of the First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act (January 1, 2014) (PA). The PA is the FHWA’s procedure for taking into account the effects of the Federal Aid Transportation Program on historic properties in California and meeting compliance with Section 106 of the National Historic Preservation Act (36 CFR 800). In addition, the project is subject to state historic preservation laws and regulations set forth in the California Environmental Quality Act (PRC§21000 et seq.).

Affected Environment

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 and proposed new rights-of-way, temporary construction easements, utility relocations, and equipment staging areas.

Environmental Consequences

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.

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 project will have no effect on any cultural resources.

Avoidance, Minimization, and/or Mitigation Measures

It is Department 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 Department policy that all work in the immediate area be halted until a qualified archaeologist can assess the nature and significance of the find.

Visual Resources

Regulatory Setting

Not needed.

Affected Environment

The project site is located near Interstate 80 and adjacent to the California Department of Food and Agriculture Truckee Border Protection Station and the California Highway Patrol

Truck Inspection Station. The surrounding area is characterized as open space with a scattering of residences and small businesses.

The vegetation on site is composed largely of low-growing shrubs with some conifers on the periphery of the property. The surrounding area is mountainous terrain, typical of the drier Sierra Nevada landscape. Landscape elements include forest upland, river canyons, granite outcroppings, and open meadows. Additionally, as one travels along the I-80 route, there are views and vistas of the surrounding mountain range enclosing Donner Pass.

Environmental Consequences

The project site is located adjacent to a segment of Interstate 80 that is eligible for State Scenic Highway status. The eligibility extends from the state line west to Emigrant Gap.

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 I-80.

Avoidance, Minimization, and/or Mitigation Measures

The new sand and salt house will utilize a more elaborate architectural design than is typical of these facilities (Figure 5). Included will be color treatments that blend with the natural hues of the surrounding environment. The colors and tones used on the adjacent Agriculture Inspection Station will be taken into consideration for the new building. Colors to consider can be shades of dark browns and muted greens. Implementation of these types of colors will reduce glare and lessen possible visual impacts to the site.

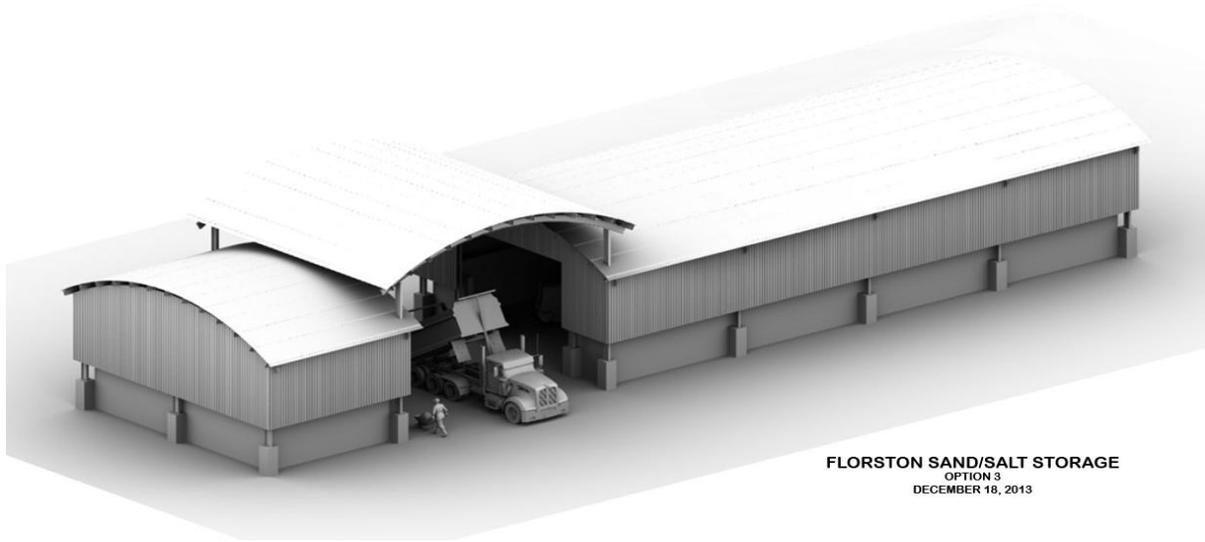


Figure 5: Visual Simulation (Structure Reversed)

Water Quality

Regulatory Setting

The State Water Resources Control Board adjudicates water rights, sets water pollution control policy, issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Load pollutant levels (TMDL), and National Pollution Discharge Elimination System (NPDES) permits. Regional Water Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

Caltrans has a Statewide National Pollutant Discharge Elimination System (NPDES) Permit issued by the State Water Resources Control Board. This statewide permit regulates storm water and non-storm water discharges from Caltrans' properties and facilities, and discharges associated with operation and maintenance of the State highway system.

Compliance with the permit requires the appropriate selection and deployment of both structural and non-structural Best Management Practices (BMPs) that achieve the performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

Affected Environment

The project is located in Nevada County just north of Interstate 80 between PM 19.0 and PM 19.4.

The 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. Both Prosser Creek and the Truckee River list multiple beneficial uses. As a tributary to Prosser Creek, Station Creek is subject to the same beneficial use criteria. As a result of its proximity to these waterbodies, the project is categorized as a "high" receiving water risk.

Environmental Consequences

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), discharges from vehicle and equipment cleaning agents, fueling, and maintenance and discharges from waste materials and material handling and storage activities.

Avoidance, Minimization, and/or Mitigation Measures

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 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.

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. An air quality conformity findings checklist is required for projects to determine the level of analysis required.

Affected Environment

The project is located in an open area adjacent to Interstate 80. The ambient air quality is good according to the federal database.

Environmental Consequences

The 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.

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.

This project is exempt from air quality conformity analysis requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection “Safety” (“Projects that correct, improve, or eliminate a hazardous location or feature”). 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

The project contract will include Caltrans Standard Specifications Section 14-9.02, “Air Pollution Control” and Section 14-9.03, “Dust Control” 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.

Noise

Regulatory Setting

NATIONAL ENVIRONMENTAL QUALITY ACT

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment.

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project.

Under Title 23, Part 772, Code of Federal Regulations, section 772.7, “projects are categorized as Type I, Type II, or Type III projects. FHWA defines a Type I project as a proposed Federal or Federal-aid highway project for the construction of a highway on a new location, the physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alteration, or other activities discussed in Section 3 below

in the definition of a Type I project. A Type II project involves construction of noise abatement on an existing highway with no changes to highway capacity or alignment. A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.”

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 proposed 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.

Affected Environment

The 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.

Environmental Consequences

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

During construction, noise may be generated from the contractors’ equipment and vehicles. Noise generated during construction can be contained. Caltrans Standard Specifications, a required part of all construction, Section 14-8.02A, Noise Control specified as follows:

“Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.” Section 7-1.02A, Laws, General, require the contractors to “Comply with laws, regulations, orders, and decrees applicable to the project...”

This 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

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

Land Use

Regulatory Setting

The project is consistent with State, Regional, and Local Plans and Programs. The following documents were reviewed to determine consistency with land use requirements:

1. Town of Truckee General Plan (2006 Amended)
2. Tahoe Regional Plan (2012)
3. Nevada County General Plan (2010 Amended)
4. Caltrans Transportation Corridor Concept Report I-80 (2010)

Affected Environment

The study area is located in Nevada County, California. The project is located within the town limits of Truckee.

Nevada County's total land area is 958 square miles. Of that total land area, 70% is privately owned while 30% is public lands. In 2010 the population density in the County was 103 residents per square mile, putting it amongst the lowest of comparison counties and well below the overall California average population density of 244 people per square mile.

With just under 100,000 residents, Nevada County was ranked as the 36th most populated county in California in 2012. The incorporated areas of Grass Valley, Nevada City and Truckee are home to 33% of the county's population. The remaining 67% of residents live in outlying unincorporated areas. The populace has grown from 92,053 in July 2000 to 98,764 in 2010 with a slight decline in 2012 to 97,182. Population estimates for future growth show a slow but gradual population increase of the next 20 years.

Nevada County is composed of a mosaic of residential, commercial, industrial, agricultural, and public land use patterns. While the City of Grass Valley, City of Nevada City, and Town of Truckee are focal points for the development of multiple land uses, there has also been considerable growth in unincorporated areas of the County since the 1970s.

The Town of Truckee land use designation for the project site is Public/Institutional. The adjoining land parcels are designated vacant/undeveloped and single family residential. Zoning maps are similar, listing the project site as public facility and the surrounding area as residential.

The California Department of Food and Agriculture (CDFA) Truckee Border Protection Station is southwest and the California Highway Patrol (CHP) Donner Pass Inspection Facility is southeast of the proposed sand and salt house. Residential areas are located

northwest and northeast of the proposed facility. A commercial equestrian facility is north of the adjacent to the project site.

Most of the traffic to the Agriculture Station and CHP Inspection Station access those facilities directly from Interstate 80. Some traffic uses Union Mills Road and the CHP access road to access the CHP Truck Scales. Residents in the area of Union Mills Road and users of the equestrian facility utilize Union Mills Road.

Environmental Consequences

The project site and immediate area is currently zoned for public facilities. The proposed sand/salt house will not alter existing land use in the areas adjacent to the facility.

Avoidance, Minimization, and/or Mitigation Measures

The project avoided impacts to surrounding areas by limiting construction to previously disturbed land areas and by utilizing the existing CHP access road for access to the new facility.

Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, requires evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Affected Environment

The project is located within the town limits of Truckee in an area zoned for public facilities.

Environmental Consequences

The project is limited in scope to Caltrans maintenance facility activity and therefore will not generate typical growth-induced expansion such as additional business or housing development.

Avoidance, Minimization, and/or Mitigation Measures

The project is utilizing the CHP access road for principal access to the sand and salt house facility. The project will utilize Union Mills Road for limited access. No new roads are being constructed limiting activity to close to current levels in the project vicinity.

Parks and Recreational Facilities

Regulatory Setting

Not needed.

Affected Environment

The area surrounding the proposed sand and salt house includes a variety of informal recreational opportunities. Included is the Truckee River Wildlife Area (CA Department of Fish and Wildlife), the Tahoe National Forest (US Forest Service), open areas belonging to the Truckee Donner Land Trust, and open areas belonging to the California State Lands Commission.

In addition, the proposed project is approximately 0.1 miles from the Piping Rock Equestrian Center. The Equestrian Center is a private business that offers training and stabling of horses.

Environmental Consequences

The sand and salt house will be used primarily in the winter as its function is to supply material to roads during snow storms. It is therefore unlikely that the facility will impact either the informal recreational activities in the area or the equestrian center whose use is limited to non-winter months.

Avoidance, Minimization, and/or Mitigation Measures

As stated above, the principal use of the sand and salt house will be in winter thus avoiding impacts to area recreation or the equestrian center.

Community Impacts

Regulatory Setting

The National Environmental Policy Act of 1969 (NEPA), as amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration in its implementation of NEPA (23 United States Code [USC] 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or

economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

The project is located in an area designated for public facilities within the town limits of Truckee. Some residences and small private businesses are located in the vicinity of the new sand and salt house. However, the principal business core and residential areas of Truckee are located several miles from the project location.

The project site is located between the California Department of Food and Agriculture Truckee Border Protection Station and the California Highway Patrol Donner Pass Inspection Facility. Caltrans will utilize both the CHP access road and a segment of Union Mills Road to access the sand and salt house facility.

Environmental Consequences

The project will not impact the daily operations of either the CHP or Agriculture facilities. The small number of trucks accessing the sand and salt house will do so almost exclusively during winter. This should also minimize the impact to adjacent private residences and businesses. The Town of Truckee may see some reduction of traffic at the downtown Truckee Caltrans Maintenance facility with sand and salt operations largely shifted to the new facility. However, the Truckee facility will continue to remain in operation.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans has worked with both the California Highway Patrol and the Agriculture Department to ensure all state functions including emergency response activity will be unaffected by operations at the 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. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR), Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

Affected Environment

The project is located in an area zoned for public facilities within the town limits of Truckee. The California Department of Food and Agriculture Truckee Border Protection Station and the California Highway Patrol Donner Pass Inspection Facility are located on either side of the proposed sand/salt house. Some residences and small private businesses are located in the immediate vicinity of the sand/salt house.

Environmental Consequences

The sand house will not have a cumulative effect on the growth or development of the immediate area given the limited function of the facility. It will have a minimal impact on traffic on Union Mills Road given the seasonal nature of sand and salt operations.

Avoidance, Minimization, and/or Mitigation Measures

The project has 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.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

The existing roads identified as access for the proposed sand and salt house project- Union Mills Road and the CHP Access road- are not classified as significant arterials for the purposes of analysis in the Truckee General Plan, the Nevada County General Plan, or the Tahoe Regional Plan. Interstate 80 is the only road in the project vicinity that has been subject to transportation analysis. The Caltrans Transportation Corridor Concept Report (TCCP) lists the segment of Interstate 80 closest to the project site as Level of Service C with an average annual daily traffic volume of 28,000. The TCCP lists shoulder widening as the most significant project planned for the vicinity of the sand/salt house project in the foreseeable future.

Affected Environment

The area immediately adjacent to the 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 20 feet wide with a 1 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 Interstate 80 at the Overland Trail Road intersection.

The CHP Access road is approximately 16 feet wide and is largely on the Department of General Services (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.

Environmental Consequences

Caltrans Maintenance vehicles would use Union Mills and the CHP Access Road for ingress and egress to the new Sand and Salt house facility (Figure 6). 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 5-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/salt house from the CHP access road.

Very little impact to users of Union Mills Road or 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 reducing travel on Union Mills Road.

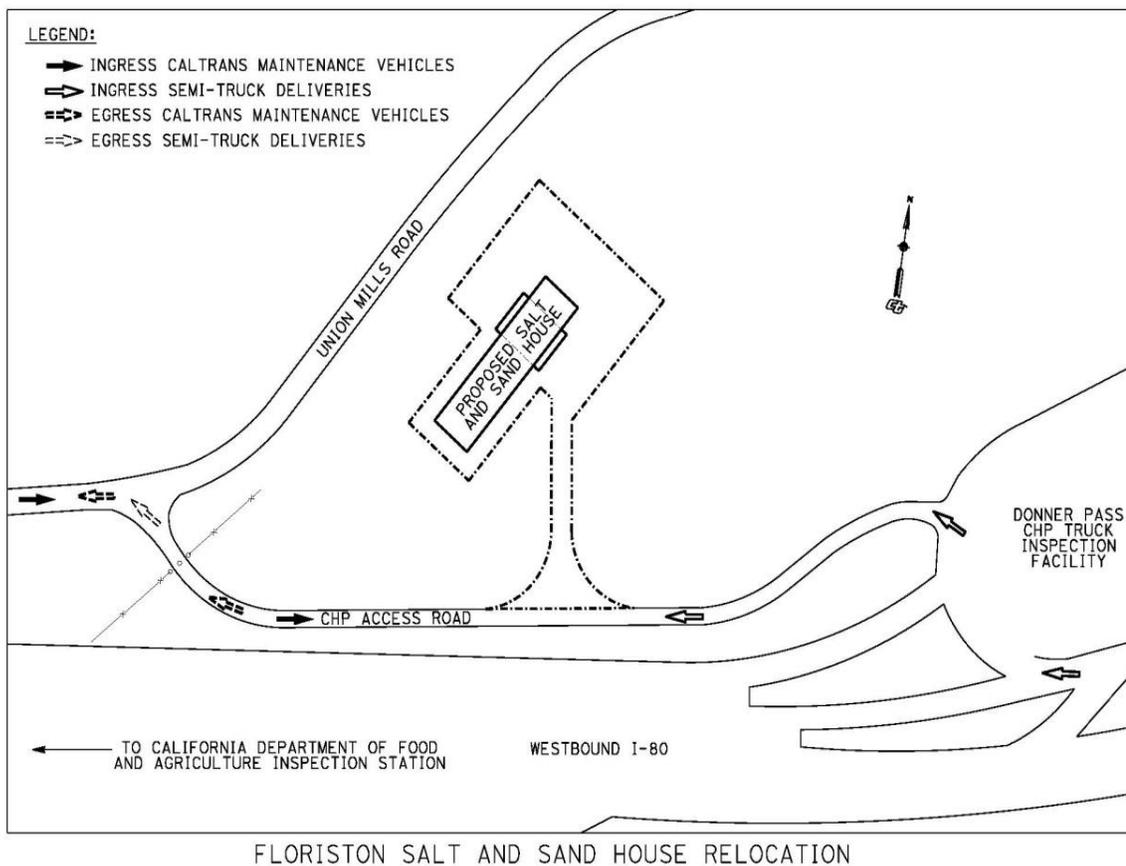


Figure 6: Circulation and Access

Avoidance, Minimization, and/or Mitigation Measures

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 new 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.

Utility and Emergency Services

Regulatory Setting

Not needed.

Affected Environment

The sand and salt house is located between the State 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.

Environmental Consequences

Electrical service for the sand/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/salt house.

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.

Avoidance, Minimization, and/or Mitigation Measures

The sand/salt house has minimized construction impacts by connecting to existing utilities and by utilizing existing roads as access to the new facility. Electrical service for the sand/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/salt house. A sewer connection will not be established for the sand house. Caltrans workers will have access to the CHP sanitary facilities.

Construction Impacts

Environmental Consequences

The project will have minimal impact on traffic during construction requiring no detours or highway closures. All equipment and material storage will be located on the site of the proposed sand and salt house.

Avoidance, Minimization, and/or Mitigation Measures

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 of Best Management Practices (BMP). 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 Hydroseeding, 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.

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. Research from such establishments as the Intergovernmental Panel on Climate Change (IPCC) 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 (second to electricity generation) of GHG emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

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 pro-active approach to dealing with GHG emissions and climate change. Relevant legislation includes the following policies:

- Assembly Bill 1493 (AB 1493), Pavley.
- Executive Order (EO) S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger)
- AB 32, the Global Warming Solutions Act of 2006, Núñez and Pavley
- Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger)
- Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger)
- Senate Bill 97 (SB 97) Chapter 185, 2007
- Caltrans Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. This policy contributes to the Department's stewardship goal to preserve and enhance California's resources and assets.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are no regulations or legislation that 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 promulgated explicit guidance or methodology to conduct project-level GHG 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. Despite the lack of Federal GHG regulations and legislation, FHWA as well as the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA are taking steps to lessen climate change impacts by improving transportation system efficiency, creating cleaner fuels, reducing the growth of vehicle hours travelled, and enabling the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines.

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.¹ In assessing

¹ 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 US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

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 in order to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 contains the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, 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 the year 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 (Figure 7).

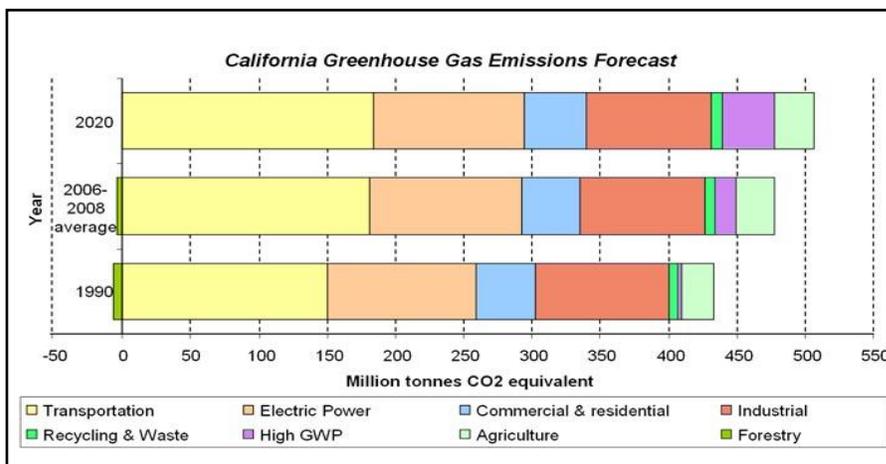


Figure 7: California GREENHOUSE GAS Inventory

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

The Department and its parent agency, the Business, Transportation, and Housing 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, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.²

This project is a structure replacement 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.

² 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

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 onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

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 Reduction Strategies

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order 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)³.

Greenhouse Gas Mitigation

AB 32 Compliance

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Many of the strategies the Department is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year.

The following measures will be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. The Department has committed to replace all removed trees based on replacement

³ http://climatechange.transportation.org/ghg_mitigation/

recommendations provided by the Caltrans landscape architect. These trees will help offset any potential CO₂ emissions increase. Based on a formula from the Canadian Tree Foundation⁴, it is anticipated that the planted trees will offset between 7-10 tons of CO₂ per year.

2. According to the Department's Standard Specifications, the contractor must comply with all of the Bay Area Air Quality Management District rules, ordinances, and regulations regarding to air quality restrictions.

3. Compliance with Title 13, California Code of Regulations §2449(d)(3)—Adopted by the Air Resources Board on June 15, 2008, this regulation would restrict idling of construction vehicles to no longer than 5 consecutive minutes. The Contractor must comply with this regulation in order to reduce harmful emissions from diesel-powered construction vehicles.

4. Portland Cement—Use of lighter color surfaces such as Portland cement helps to reduce the albedo effect (measure of how much light a surface reflects) and cool the surface; in addition, Caltrans has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the greenhouse gas emissions associated with cement production—it also can make the pavement stronger.

5. To the extent that it is feasible for the project, the use of reclaimed water may be used to reduce GHG emissions produced during construction. Currently 30 percent of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces greenhouse gas emissions from electricity production.

Adaptation Strategies

“Adaptation strategies” refer to how the Department 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.

Interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as the Department as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

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

⁴ Canadian Tree Foundation at http://www.tcf-fca.ca/publications/pdf/english_reduceco2.pdf. For rural areas the formula is: # of trees/360 x survival rate = tonnes of carbon/year removed for each of 80 years.

project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

List of Preparers

The following Caltrans North Region staff contributed to the preparation of this Initial Study:

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