Nevada-80 Water Supply Pipeline for Truckee CHP Inspection Station

NEVADA COUNTY, CALIFORNIA
03–NEV–80 (PM 18.3/19.3)
EFIS: 03-1600-0079
EA: 03-1H260

Initial Study with Proposed Negative Declaration

Prepared by the
State of California Department of Transportation

August 2016

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the proposed project located in Nevada County, California. The document tells you why the project is being proposed, how the existing environment could be affected by the proposed project, and the proposed avoidance and/or minimization measures.

What you should do:

- Please read this document.
- Additional copies of this document are available for review:
  - During weekdays between 8:00 a.m. and 4:00 p.m. at Caltrans District 3 Office of Environmental Management located at 703 B St., Marysville, CA 95901; and
  - At the Truckee Branch Library 10031 Levon Avenue, Truckee, CA 96161 (530-582-7846).
- This document may be downloaded at the following website: http://www.dot.ca.gov/dist3/departments/envinternet/nevada.htm
- Technical studies prepared by Caltrans staff are available for review upon request.
- We would like to hear what you think. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline.
- Submit comments via postal mail to:

  Napassakorn Pongsmas, Environmental Coordinator
  Office of Environmental Management (M-2)
  California Department of Transportation
  703 B St.
  Marysville, CA 95901

- Send comments via e-mail to: napassakorn.pongsmas@dot.ca.gov.
- Be sure to send comments by the deadline: September 9, 2016.

What happens next:

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

For individuals with sensory disabilities, this document can be made 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: Liza Whitmore, Public Information Office, California Department of Transportation, 703 B St., Marysville, CA 95901; (530) 634-7640. Voice, or use the California Relay Service TTY number, 711.

SCH Number: 2016052032
03-NEV-80-PM 18.3/19.3
03-1600-0079
03-1H260

Nevada-80 Water Supply Pipeline Installation Project

INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Suzanne Melim

Suzanne Melim, Office Chief
North Region Environmental Services, South
California Department of Transportation

8-8-2016

Date

State of California
Department of Transportation

SCH Number: 2016052032
03-NEV-80-PM 18.3/19.3
03-1600-0079
03-1H260

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to install an underground eight-inch diameter water supply line to provide dedicated and reliable water service to the California Highway Patrol (CHP) Inspection Facility located at post mile 19.3 on Interstate 80 in Nevada County. The proposed pipeline will connect to the existing plumbing system in the parking lot of the CHP inspection facility.

Determination

The proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public. Caltrans has prepared an Initial Study for this project and, pending public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no effect** on existing and future land use, the coastal zone, wild and scenic rivers, park and recreational facilities, growth, farmlands/timberlands, community character and cohesion, relocations and real property acquisition, environmental justice, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, visual/aesthetics, cultural resources, geology/soils/seismic/topography, hydrology and floodplain, paleontology, air quality and noise, natural communities, plant species, and threatened and endangered species.

The proposed project would have **less than significant effect** on water quality and stormwater runoff, hazardous waste/materials, wetlands and other waters, animal species, and invasive species.

_____ _____

Suzanne Melim, Office Chief
North Region Environmental Services, South
California Department of Transportation

Date

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Chapter 1 – Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to install an underground eight-inch diameter water supply line to provide dedicated and reliable water service to the California Highway Patrol (CHP) Inspection Facility located at post mile (PM) 19.3 on Interstate 80 in Nevada County. The proposed underground water supply line will connect to the existing plumbing system of the CHP facility in the parking lot of the inspection facility. (See Figure 1.1 for Project Location and Figure 1.2 – 1.6 for Environmental Study Limit [ESL].)

The Initial Study (IS) with Proposed Negative Declaration (ND) for this proposed project was previously made available for public and agency review between May 20 and June 17, 2016. The IS/ND discussed only one alternative, *Alternative 1*. Under this alternative, Caltrans would install an eight-inch diameter underground water supply line from an existing Truckee Donner Public Utility District (TDPUD) fire hydrant to the CHP Inspection Facility. (See also section *1.3.1 Common Design Features of the Build Alternatives* and subsection *Alternative 1: Connect to the TDPUD Fire Hydrant* under section 1.3.2.)

In June, 2016, the *Union Mills Road Water Main Project Proposal* completed by a private developer was presented to the Caltrans Project Development Team (PDT). This document included the potential for Caltrans to connect the eight-inch diameter underground water supply line to the main water line constructed by this private developer, who has been proceeding with a subdivision of property on the north side of Union Mills Road.

According to this document, pending the approval from the Truckee Donner Public Utility District (TDPUD), the developer would install an eight-inch diameter pipeline from the TDPUD pump station located off of Overland Trail on the south side of Interstate 80 (I-80). The pipeline would cross under I-80 and run along the Union Mill Road on the north side of the CHP Inspection Facility. The Town of Truckee has approved the construction of this private project.

In order to prepare for the event that the TDPUD agrees with the private developer's proposal, the PDT discussed the concept of drawing the water from the private pipeline and brought forward Alternative 2 and 3. Because these two alternatives are substantially different from Alternative 1, Caltrans considers it is appropriate to recirculate the IS/ND for public and agency review. (See also section *3.2 Environmental Document*.)

1.1 Purpose and Need

The purpose of the project is to provide dedicated and reliable water service to the CHP Inspection Facility. Standard Agreement #56A0297 and Amendment Number A02 between Caltrans and CHP indentifies Caltrans with the responsibility to maintain a water supply to the CHP Inspection Facility. In August 2015, Facility Maintenance reported that the water well had run dry. Water is currently delivered by watertruck and stored in the existing 15,000-gallon water storage tank at the inspection facility.

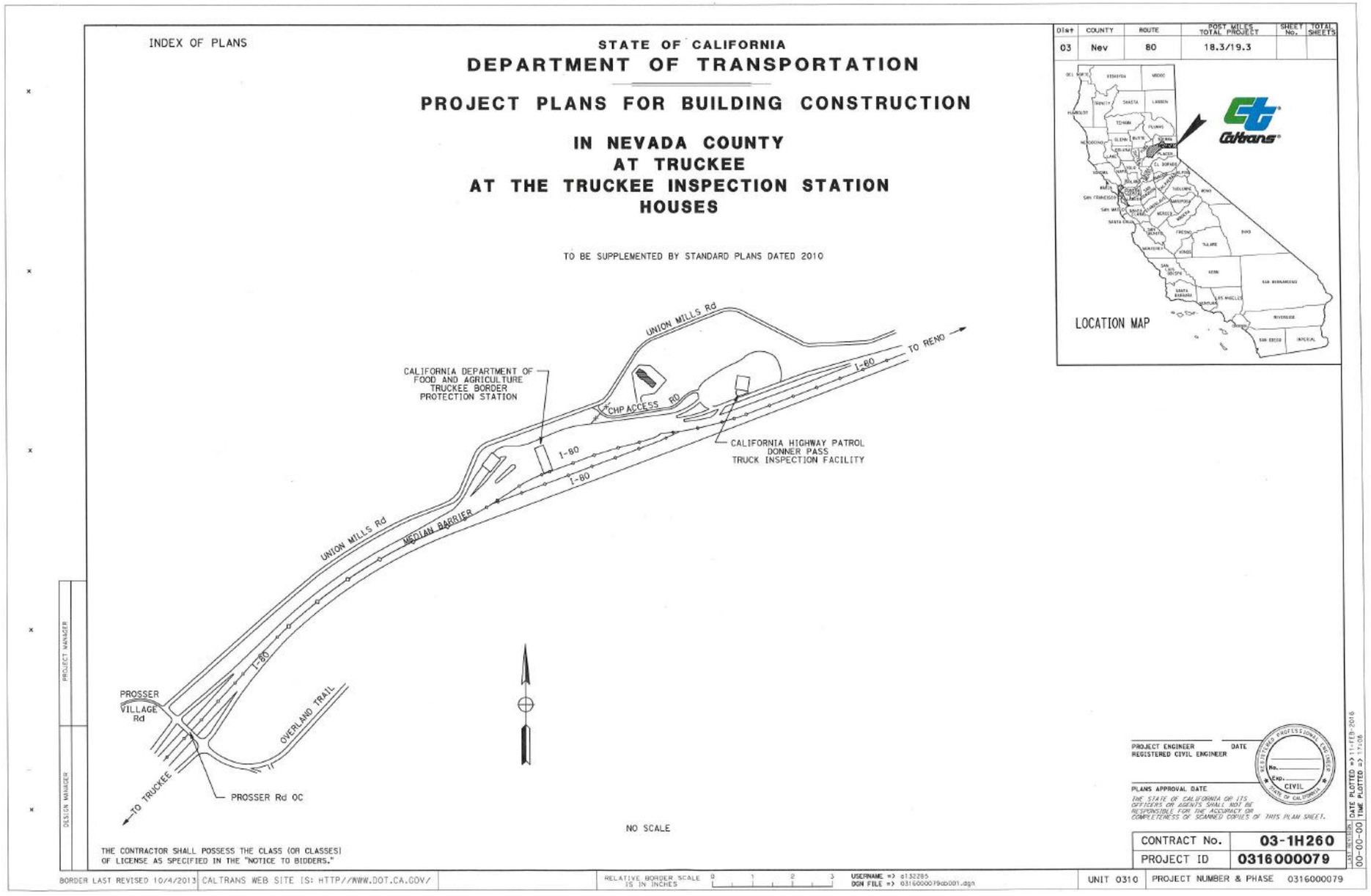

Figure 1.1: Location Map

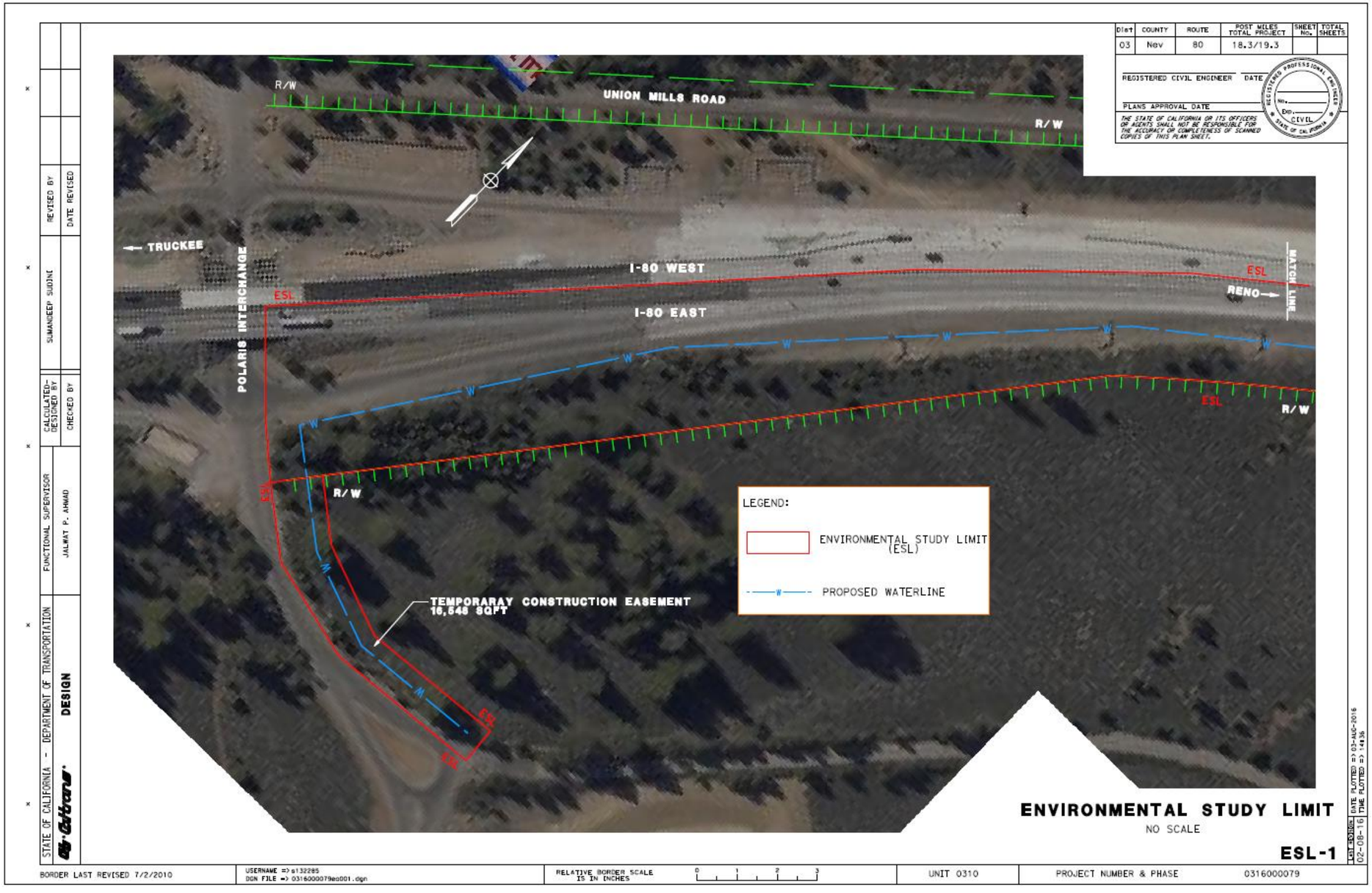

Figure 1.2: Environmental Study Limit (ESL) – Alternative 1

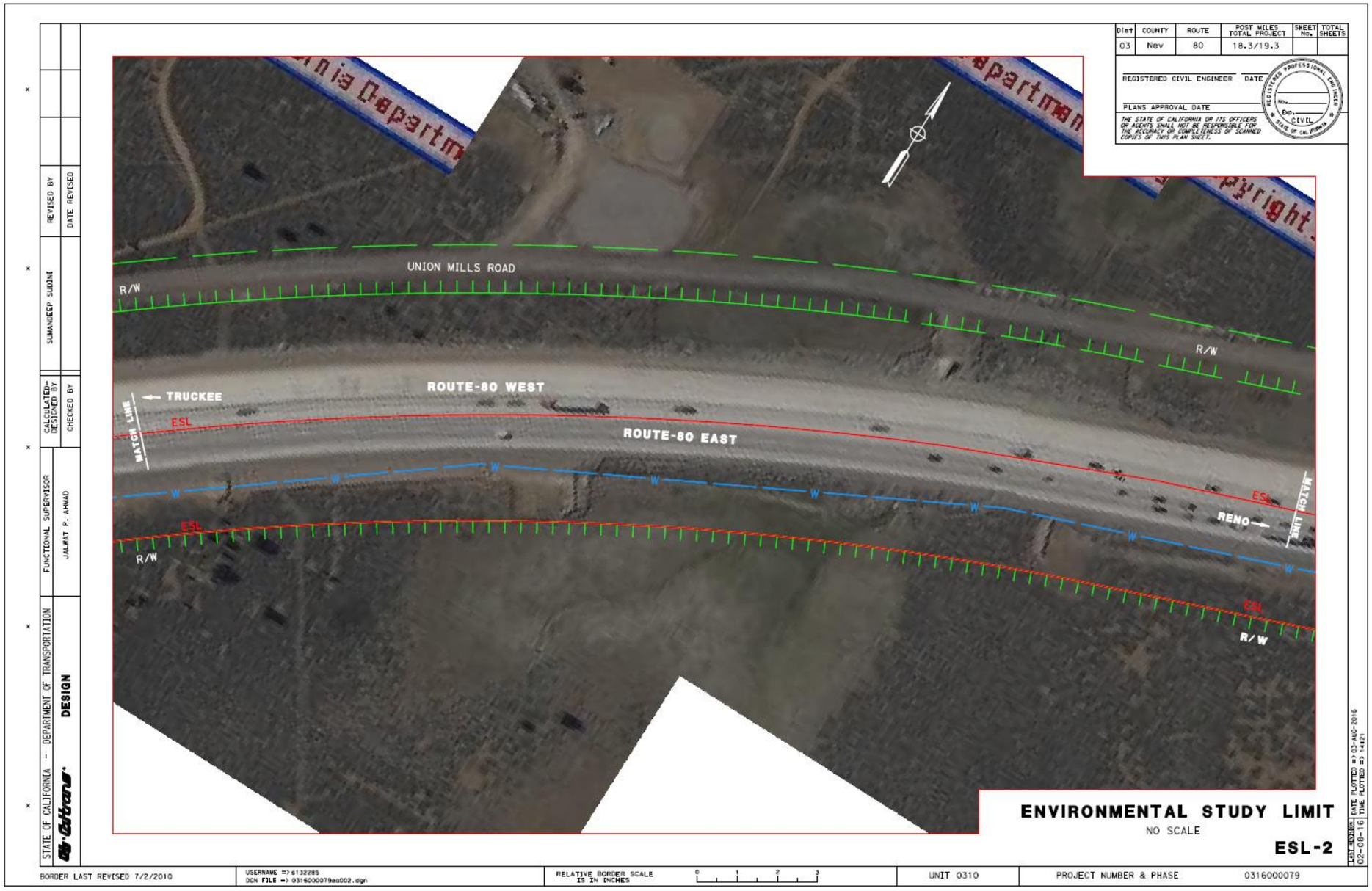

Figure 1.3: ESL – Alternative 1

Figure 1.4: ESL – Alternative 1

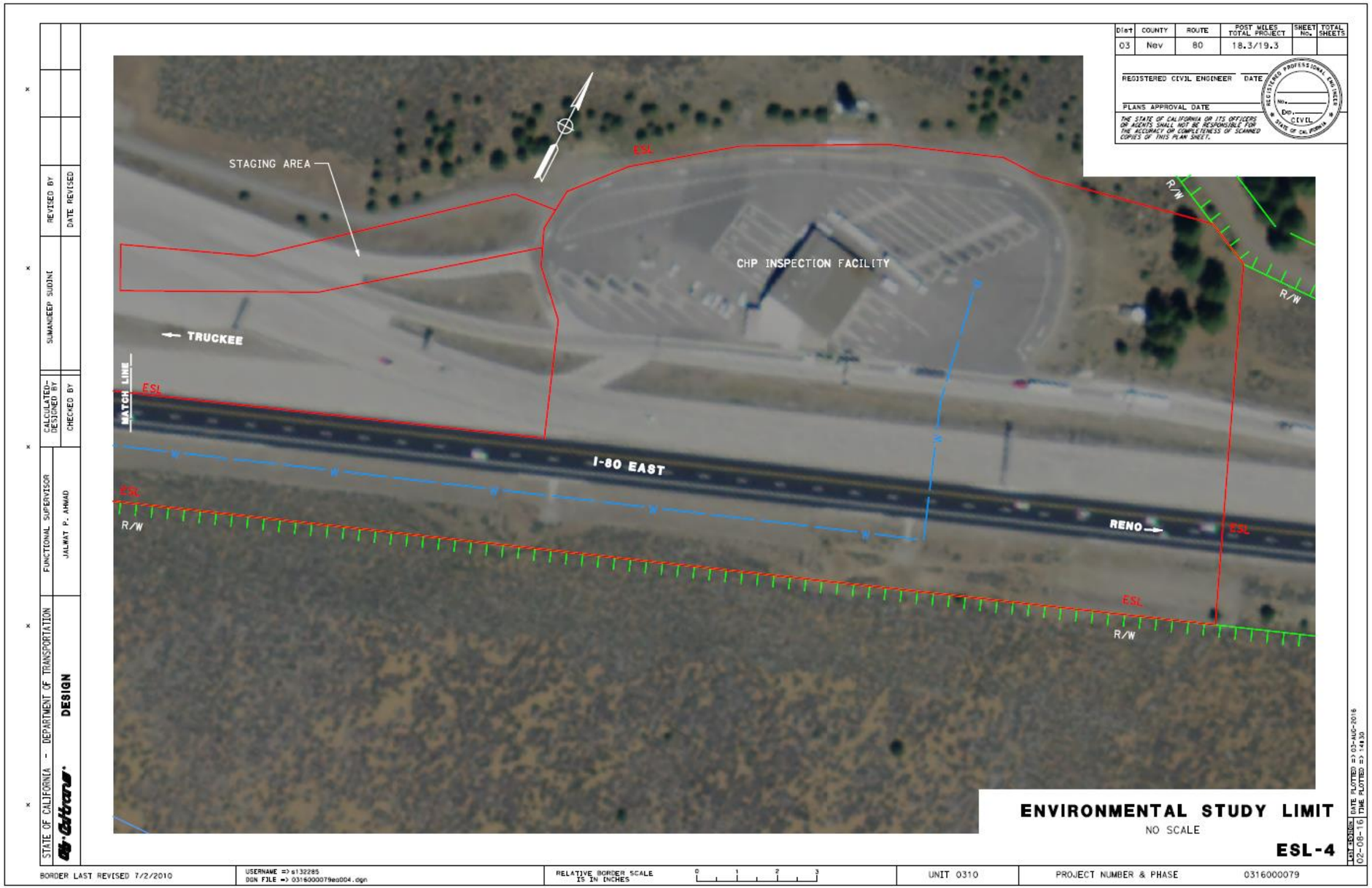

Figure 1.5: ESL – Alternative 1

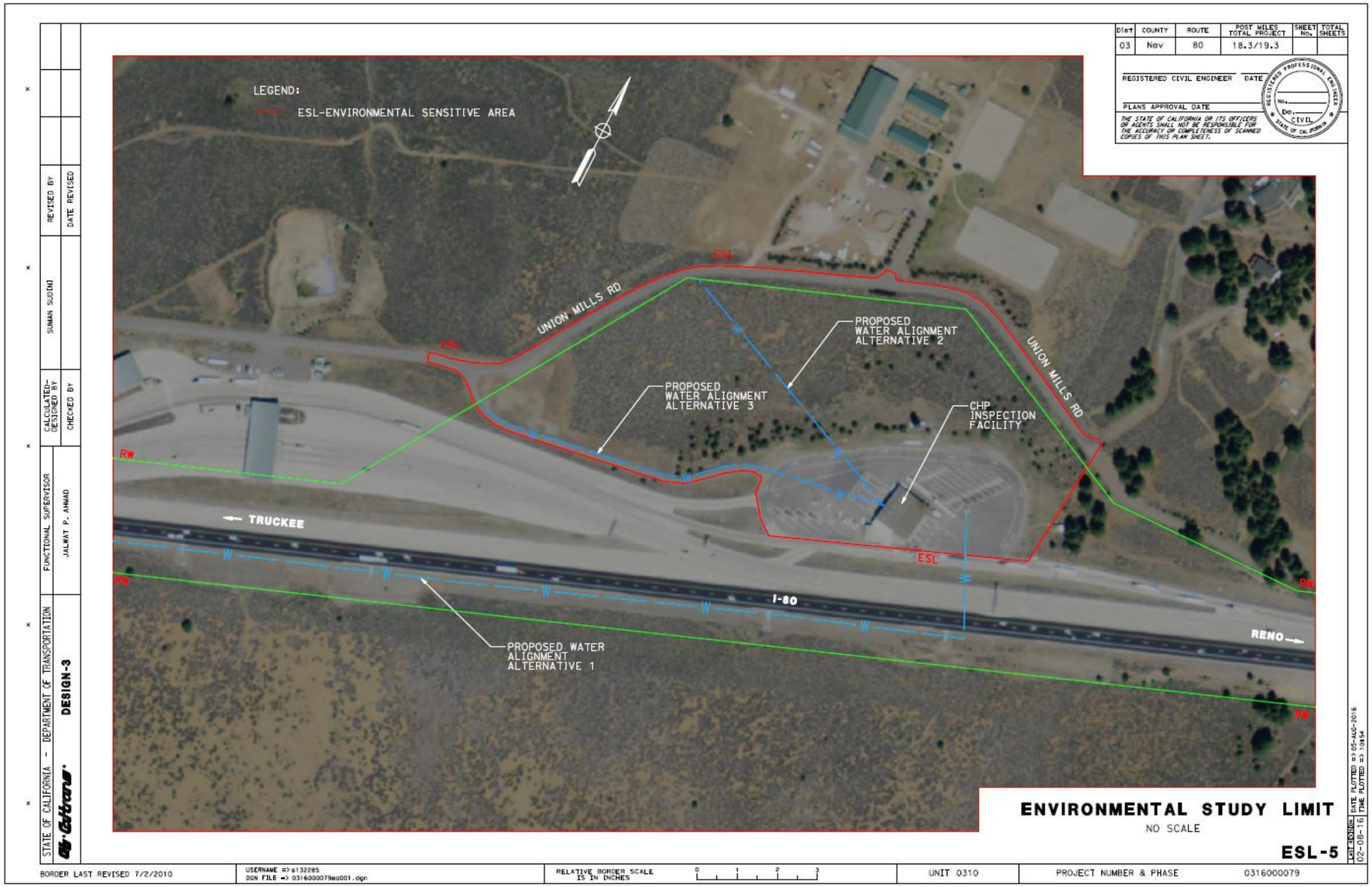

Figure 1.6: ESL – Alternative 2 and 3

1.2 Project Description

Caltrans proposes to provide dedicated and reliable water service to the CHP Inspection Facility through an eight-inch diameter underground water pipeline. The pipe will be buried in a four-foot (ft) wide by six-ft deep trench within the State right of way (R/W). Backfill will consist of gravel and native soil, as the sub and surface layer, respectively. Minor vegetation removal is anticipated.

Caltrans is currently considering three (3) build alternatives and one (1) no-build alternative, as described below.

1.3 Project Alternatives

During the development of all projects, alternatives are considered to the extent necessary to minimize items such as cost and/or potential environmental impacts, or to maximize public benefits. Generally, the concept and scope of the project alternatives can include location, geometric features, staging, construction impacts, sensitive areas, and/or a mix of modes.

The viable alternatives considered for this project are to install the eight-inch diameter pipeline by:

- Alternative 1: Connect the pipeline to the Truckee Donner Public Utility District (TDPUD) fire hydrant located south of the Polaris Undercrossing (UC) Bridge at PM 18.26 on Interstate 80. (See *Figure 1.2: Environmental Study Limit [ESL] – Alternative 1.*);

- Alternative 2: Connect the pipeline to a private developer's water line and run the pipe through the openspace on the north of the CHP building (see *Figure 1.6: ESL – Alternative 2 and 3*); and

- Alternative 3: Connect the pipeline to a private developer's water line and run the pipe along the CHP access road on west side of the CHP facility. (See *Figure 1.6: ESL – Alternative 2 and 3.*)

Additonally, a no-build alternatiev is being considered.

1.3.1 Common Design Features of the Build Alternatives

Under the three (3) viable build alternatives, Caltrans will provide dedicated and reliable water service to the CHP Inspection Facility through an eight-inch diameter underground water supply pipeline in a four-foot wide by six-foot deep trench. The pipeline will be connected to the CHP facility's existing plumbing system in the parking lot area of the facility. Backfill will consist of gravel and native soil, as the sub and surface layer, respectively. Minor vegetation removal is anticipated along the trenching line.

1.3.2 Unique Features of the Build Alternatives

Alternative 1: Connect to the TDPUD Fire Hydrant

Under this alternative, Caltrans would connect the pipeline to an existing TDPUD fire hydrant to the CHP Inspection Facility in Nevada County.

The fire hydrant is located south of Polaris UC Br. No. 17-0102 at PM 18.26. The proposed underground water supply line would run inside of State R/W in the east bound hinge area beyond paved shoulder. The water supply line would cross underneath Interstate 80 (I-80) and connect to the CHP Inspection Facility on the north side of the corridor. Minor tree removal would be required on the north side of Overland Trail where the fire hydrant is located.

Shoulder closure may occur during daytime hours for trenching and backfilling.

This alternative would require a cooperative agreement between Caltrans and TDPUD.

Alternative 2: Connect to a Private Developer's Future Water Line (Backyard Alignment)

Under this alternative, Caltrans would connect the pipeline to a private water line running on the north side of the CHP facility. This water line is being proposed by the owners of Piping Rock Equestrian Center[1] (Developer) as part of their future development project.

The pipeline would connect to this private water line at a stub-out located inside Caltrans R/W. The proposed underground water line would cross underneath the open area on the north side of the CHP facility and connect to the existing plumbing system of the facility in the parking lot.

This alternative would require a cooperative agreement between Caltrans and the Developer.

Alternative 3: Connect to a Private Developer's Future Water Line (CHP Access Road Alignment)

Under this alternative, Caltrans would connect the pipeline to the same private water line mentioned under *Alternative 2* above; however, the pipeline would connect to a stub-out located inside Caltrans R/W at a location close to the CHP access road. The proposed underground water line would run inside the State R/W and along the CHP access road to the CHP facility. It would connect to the existing plumbing system of the CHP facility in the parking lot.

This alternative requires a cooperative agreement between Caltrans and the Developer.

1.3.3 No-Build (No-Action) Alternative

With the No-Action Alternative, Caltrans will not install the eight-inch diameter water supply line. This alternative would not meet the purpose of the proposed project.

[1] The equestrian center is located on the north side of the Union Mill Road.

1.4 Comparison of Alternatives

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

TABLE 1

SUMMARY OF ALTERNATIVES

	Alternative 1 Connect to TDPUD Fire Hydrant	**Alternative 2** Connect to Private Line Backyard Alignment	**Alternative 3** Connect to Private Line Access Rd. Alignment
Approximated length of trench	5,923 Ft.	760 Ft.	1,149 Ft.
Estimated construction time	30 Days	30 Days	30 Days
Estimated days of traffic control	0 Day	0 Day	0 Day
Preliminary construction cost estimate	$2,049,300	$1,300,000	$1,500,000
Potential environmental impacts			
Water Quality and Storm Water Runoff	Yes	No	No
Wetlands and Other Water	Yes	No	No
Plant Species	No	Yes	Yes
Animal Species			
Migratory birds	Yes	Yes	Yes
Habitat continuity	Yes	No	No
Invasive Species	Yes	Yes	Yes

1.5 Alternative Considered but Eliminated from Further Discussion

The other alternative considered was to dig a new well as a new water source. Due to the potential that the well will also run dry in future, this alternative has not been advanced further into the planning stage.

1.6 Permit and Approvals Needed

Alternative 1: Project pending a cooperative agreement between Caltrans and TDPUD.

Alternative 2 and 3: Project pending a cooperative agreement between Caltrans and the Developer.

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

2.1 Resource Areas Reviewed with Determination of No Impact

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

Human Environment

- **Land Use** – The project is not in conflict with any local land use plans.
    - Existing and Future Land Use – The project is not in conflict with existing or future land use plans. There will be no change of use.
    - Coastal Zone – The project is not in a coastal zone.
    - Wild and Scenic Rivers – The project is not in or adjacent to a designated Wild and Scenic River.
    - Parks and Recreational Facilities – The project is not in or adjacent to any parks or recreational facilities.
- **Growth** – The project is an installation of water supply pipeline to an inspection station. It would not result in any adverse impact to growth.
- **Farmlands/Timberlands** – The proposed project is not adjacent to any farmlands and/or timberlands.
- **Community Impact** –The project does not have the potential for adverse impacts on community.
    - Community Character and Cohesion –The installation of the water supply pipeline does not have the potential for adverse impacts to community character or cohesion.
    - Relocation and Real Property Acquisition – The project does not require relocations or real property acquisition.
    - Environmental Justice – The project is in a sparsely populated rural area. The installation of the water supply pipeline would not result in disproportional impacts to low income or minority populations.

- **Utilities/Emergency Services** – Utility relocation is not anticipated with this project and emergency vehicles will be able to pass through the work area during construction. There is no potential for adverse impacts.

- **Traffic and Transportation/Pedestrian and Bicycle Facilities** – This is an installation of water supply pipeline to an inspection station project; therefore, there is no potential for adverse impacts to Traffic and Transportation or Pedestrian and Bicycle Facilities.

- **Visual/Aesthetics** – This is an installation of underground water supply pipeline to an inspection station. The project is located in a sprasely populated rural area; therefore, there is no potential for adverse impacts to Visual/Aesthetics.

- **Cultural Resources** – The Historic Property Survey Report (HPSR) and Archaeological Survey Report (ASR) prepared by Caltrans Architectural Historian and Archaeologist in April 2016, show there are no known cultural resources within the project area; therefore, there is no potential adverse impact on cultural resources.

Physical Environment

- **Hydrology and Floodplain** – The project would not encroach into a Federal Emergency Management Agency (FEMA) designated floodplain and would not increase drainage/runoff issues in Nevada County.

- **Geology/Soils/Seismic/Topography** – Based on the project work, location, and discussion with Caltrans Engineers, there is no construction activity that will destabilize existing geologic unit[2] or increase existing landslide hazards. Also, the proposed project does not involve the construction of habitable structure or other types of structure that will impact on people, property, or the environment if damaged by ground shaking. Therefore, the proposed project would not result in adverse impacts to the geology, soils, and topography of the project area.

- **Paleontology** – The ground within the project area is previously disturbed; therefore, there is no potential for adverse impacts to paleontological resources.

- **Air Quality** – This is an installation of water supply pipeline in sprasely populated rural area. There is no potential for adverse impacts to air quality.

- **Noise** – This is an installation of water supply pipeline in sprasely populated rural area. There is no potential for adverse impacts to noise.

[2] A volume of a certain kind of rock of a given age range. (U.S. Geological Survey at http://geomaps.wr.usgs.gov/parks/gmap/. retrieved on July 19, 2016.)

Biological Environment

- **Natural Communities** – The Natural Environmental Study (NES) - Minimal Impacts (MI) and the Addendum shows there is no potential for adverse impacts to any natural communities.

- **Plant Species** – The NES (MI) shows there is no potential for adverse impacts to any plant species.

  A Caltrans Biologist conducted a California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), and Information, Planning, and Conservation System (IPac) search. The query yielded one listed species. Plumas ivesia (*Ivesia sericoleuca)*, a CNPS rare plant rank 1B.2[3] has potential to be present within the project area.

  Four (4) separate field surveys were conducted by Caltrans Biologists on March 3, 2016 and during the blooming period on May 27, June 20, and July 6, 2016. Plumas ivesia was not located within the project area during the field survey

- **Threatened and Endangered Species** – The NES (MI) and the Addendum show there is no potential for adverse impacts to any threatened and endangered species.

PHYSICAL ENVIRONMENT

2.2 Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[4] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state

[3] Plants rare, threatened, or endangered in California and elsewhere (fairly endangered in California).

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

that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

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

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

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

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of the USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. Environmental Protection Agency [EPA] Code of Federal Regulations [CFR] 40 Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[5] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the *Wetlands and Other Waters* section.

State Requirements: Porter-Cologne Water Quality Control Act

[5] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

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

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

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

    - *Municipal Separate Storm Sewer Systems (MS4s)*

    Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified the Department as an owner/operator of an MS4 under federal regulations. The Department's MS4 permit covers all Department rights-of-way,

properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

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

1. The Department must comply with the requirements of the Construction General Permit (see below);

2. The Department must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

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

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

- *Construction General Permit*

Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop storm water pollution

prevention plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

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

- *Section 401 Permitting*

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the United States must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

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

Affected Environment

According to the *Water Quality Assessment Exemption* (*WQAE*) document completed on March 25, 2016, the project site is located on a relatively level plateau within the jurisdiction of the Lahontan RWQCB.[6] The plateau is bounded by Station Creek to the northwest, Prosser Creek to the north and northeast, and the Truckee River to the south.

[6] Rainy season from August 1st to October 1st and from November 1st to May 1st. Winter shutdown from October 15th to May 1st.

The project site drains to two principal receiving water bodies. The north half of the CHP inspection facility drains to Station Creek. The south half of the CHP inspection facility drains to the Truckee River. Station Creek is also a tributary to Prosser Creek and the Truckee River.

The two principal receiving water bodies and Prosser Creek lie within the Truckee River Hydrologic Unit and the "Undefined" Hydrologic Sub-Area (HSA) 635.20.

Station Creek is not considered a sediment-sensitive water body.[7] As a result, the area on the north side of the CHP inspection facility is considered to have a "low" receiving water risk. Truckee River is a sediment-sensitive water body; therefore, the area on the south of the CHP inspection facility is considered to have a "high" receiving water risk.[8]

According to the *2012 Integrated Report (CWA Section 303(d) List/ 305(b) Report)*, the only pollutant/stressor of concern for the Middle Truckee River[9] is sediment/siltation[10] (California Environmental Protection Agency [CalEPA], 2012). The TMDL[11] value on sediment for the Middle Truckee River was approved by CalEPA in 2015. The value was incorporated into the *Water Quality Control Plan for the Lahontan Region* or *Basin Plan* (RWQCB Lahontan Region, 2015) as part of the region's water quality objectives.

Sediment is also one of the Target Design Constituents (TDCs)[12] listed in Caltrans' *Storm Water Quality Handbooks: Project Planning and Design Guide (PPDG)*. (Caltrans, 2016) The handbook provides a list of TDCs and discusses approved Treatment BMPs capable of treating these constituents. The beneficial uses of Station Creek and Truckee River can be affected by five TDCs.[13] However, sediment is the only TDC that is a pollutant/stressor of concern for the receiving water bodies of the proposed project.

It is Caltrans' requirement that a treatment must be considered when an affected water body within the project limits is on the 303(d) list for the one or more of the TDCs. (Caltrans, 2016)

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[7] In order to be considered a sediment-sensitive water body, the water body must meet one of the following conditions. (1) Listed on the CWA 303(d) List for sedimentation, (2) have a USEPA-approved TMDL Implementation Plan for sediment, or (3) have, altogether, the beneficial uses of Cold Fresh Habitat (COLD), Migration of Aquatic Organism (MIGR), and Spawning, Reproduction and/or early Development (SPWN). (CEPA, 2012, USEPA, 2009, and RWQCB Lahontan Region, 2015)

[8] Truckee River meet all the three (3) criteria of a sediment-sensitive water body. (CalEPA, 2012, USEPA, 2009, and RWQCB Lahontan Region, 2015)

[9] The Middle Truckee River refers to the segment of the Truckee River from the outflow of Lake Tahoe in Tahoe City to the California/Nevada state line. This reach flows through the eastern parts of Placer, Nevada and Sierra County.

[10] A map of 303(d) List and TMDLs 2012 is available online under *Caltrans Water Quality Planning Tool* at http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx.

[11] The sum of waste load allocation for point and non-point sources. An implicit margin of safety included.

[12] Pollutants identified during Departmental runoff characterization studies to be discharging with a load or concentration that commonly exceed the allowable standards, but which is treatable by current approved Treatment Best Management Practices (BMPs). (Caltrans, 2016)

[13] The five TDCs are Copper, Lead, Phosphorus, Total Dissolved Soil (TDS) and Nitrogen.

Environmental Consequences

The primary pollutant of concern for the proposed project is sediment and siltation from the disturbed construction areas.

Under *Alternative 1*, the pipeline would be installed in the southern area of the CHP Inspection Facility. This area is located within a high risk receiving watershed. The discharge of storm water runoff from the construction site within the south half of the CHP Inspection Facility has the potential to affect water quality standards, water quality objectives, and beneficial uses of the Truckee River.

Sources that could potentially contribute to receiving water impairment include, but are not limited to, sediment deposition and non-storm water discharges from vehicles, equipment cleaning agents, fueling and maintenance activities, waste materials and materials handling, and also storage activities.

Because the area on the north side of the CHP Inspection Facility is located within a low receiving water risk, the discharge of storm water runoff from the construction site under *Alternative 2 and 3* do not have the potential to affect water quality standards, water quality objectives, and beneficial uses of the Truckee River.

With appropriate temporary Construction Site BMPs deployed during construction activities, no temporary or permanent water quality impacts are anticipated.

Avoidance and/or Minimization Measures

The following are recommendations to avoid water quality impacts and ensure National Pollutant Discharge Elimination System permit compliance, for the duration of the project.

1. The project shall adhere to the conditions of the Statewide NPDES Permit issued by the State Water Resources Control Board, (Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003) and all adopted amendments to this Permit. This Statewide NPDES Permit regulates storm water and non-storm water discharges from Caltrans' properties and facilities,[14] and discharges associated with operation and maintenance of the State highway system;
2. Adherence to the following recommendations will prevent receiving water pollution as a result of construction activities and/or operations from this project:

    2.1 The Contractor shall follow all applicable Caltrans guidelines and requirements regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water;[15]

[14] Including, but not limited to, maintenance stations/yards, equipment storage areas, storage facilities, fleet vehicle parking and maintenance areas, and warehouses with material storage areas.

[15] 2015 Caltrans Standard Specifications (2015 CSS), Section 13.

2.2 The Contractor shall prepare a WPCP including appropriate temporary construction site BMPs to implement effective handling, storage, use and disposal practices during construction activities;

2.3 The Contractor shall implement spill prevention and controls; materials, waste and non-storm management controls; and manage dewatering activities at the construction site;[16] and

2.4 Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs;

3. Adherence to additional requirements that have historically applied to the Department's permits and to the Statewide permit in the Lahontan Region. These region-specific requirements are:

3.1 Unless granted a variance by the Lahontan Regional Water Board Executive Officer, there shall be neither removal of vegetation nor disturbance of existing ground surface conditions between October 15 of any year and May 1 of the following year, except when there is an emergency situation that threatens the public health or welfare. This prohibition applies to the Lake Tahoe and Truckee River Hydrologic Unit; and

3.2 The Department shall participate in early project design consultations for all projects within the Lake Tahoe and Truckee River Hydrologic Units.

2.3 Hazardous Waste/Materials

Regulatory Setting

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

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

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

[16] Ibid. Section 13-4 *Job Site Management*.

- 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.

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

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

Affected Environment

The project area is located within a Cortese listed site (the CHP Inspection Facility premise is a Cortese site), which is a list of properties that either contained or may contain hazardous material. Caltrans has conducted several site investigations, including leaking underground fuel tanks (*Closure Request Report*, Geocon Consultants, 2002) and also aerially deposited lead (ADL) and asbestos containing materials (*Aerially Deposited Lead Site Investigation and Survey Report,* Geocon Consultants, 2008). An Initial Site Assessment (ISA) for this proposed project was completed in April 2016.

Although the proposed project is located within an area on the Cortese list, the investigations and assessment found that the site no longer contains hazardous levels of contaminants. The area remains on the Cortese List because no site is ever removed from the list once added.

Environmental Consequences

The construction work will occur within existing Caltrans R/W and also the snow storage easement from the Nevada County for Alternative 1. Minor soil and vegetation disturbance will occur during staging of equipment and some construction activities. The dust generated by the disturbance will dissipate quickly and naturally.

As stated above, site investigations have shown that the site no longer contains hazardous levels of contaminants; therefore, the proposed project has no significant environmental impact related to hazardous waste/material.

Avoidance and/or Minimization Measure

None.

BIOLOGICAL ENVIRONMENT

2.4 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by USACE with oversight by the U.S. EPA.

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

Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. There are two types of Standard permits: Individual permits and Letters of Permission. For Standard permits, the USACE decision to approve is based on

compliance with U.S. EPA's Section 404(b)(1) Guidelines (U.S. EPA 40 CFR Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a LEDPA to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this EO states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by SWRCB, RWQCB and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency [TRPA]) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by WDRs and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the *Water Quality* section for additional details.

Affected Environment

United States Fish and Wildlife Services (USFWS) National Wetlands Inventory search was performed to collect existing information on the known wetlands and other waters of the U.S. in the project area. A field survey was later conducted by Caltrans Biologists on March 3 and June 27, 2016. The NES (MI) for the proposed project was completed in April 2016. An addendum to the NES (MI) was later issued in July 2016.

It was found that there is a freshwater emergent wetland class PEMB[17] located on the south of I-80. (See *Figure 2.1: Map of Wetlands* below)

Figure 2.1: Map of Wetlands

Environmental Consequences

Alternative 1

The PEMB wetland boundary appears to be outside of the project area of ground disturbance for Alternative 1. However, the storm water may flow from the DSA within the construction site to the wetlands due to the topography of the area as a whole.

The impacts to the wetlands will be avoided during the construction of the proposed project through the measures discussed in the *Avoidance and/or Minimization Measures* section below.

[17] PEMB is a series of code describing the characteristics of the wetlands. See detailed description for code PEMB at www.fws.gov/wetlands/Data/Mapper.html.

Alternative 2 and 3

No wetlands exist in the Alternative 2 and 3 ESL; therefore, no impacts to wetland anticipated.

Avoidance and/or Minimization Measures

Under *Alternative 1*, the following measures would be incorporated into the project to avoid effects to wetlands:

1. Environmentally Sensitive Area (ESA) fencing will be constructed along the toe of the rock slope[18] with a gap consistent with the existing wildlife undercrossing as shown in *Appendix A: ESA Fencing for Alternative 1*; and

2. BMPs will be implemented to avoid the potential for erosion and sedimentation into nearby wetlands.

2.5 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) and 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, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

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

[18] Because the rock slope does not have the quality of a wetlands, the boundary of the rock slope provides the farthest distance between the existing wetlands and the construction activities.

Affected Environment

A field survey was conducted by a Caltrans Biologist in 2016 on March 3, June 20, and July 6. The NES (MI) for the proposed project was completed in April 2016. An addendum to the NES (MI) was later issued in July 2016. The survey indicated that migratory birds could be present and affected by the construction of the proposed project. Empty nests of Cliff swallow (*Petrochelidon pyrrhonota)* were observed inside the wildlife undercrossing located at PM 18.67 during the March field survey.

Migratory Birds

For regulatory purposes, "Migratory Bird" refers to a bird that belongs to a family or group of species present in the United States as well as Canada, Japan, Mexico, or Russia, which are the four countries that entered the Migratory Bird Treaty in 1916.

Migratory birds usually fly north in the spring to breed in the temperate or Arctic summer and fly south in the autumn to wintering grounds in warmer regions. However, each species, or group of species, migrates at a particular time of the year, and distances vary greatly. (USFWS, 2016)

There is potential that migratory birds will be presence within the ESL for all alternatives.

Habitat Continuity

Under *Alternative* 1, the trenching at the area in front of the entrance to the wildlife undercrossing at PM 18.67 has potential to obstruct the travelling path of animals. This wildlife undercrossing was previously constructed as part of *Wildlife Crossing Mitigation Plan for I-80 (PM 17.3-PM 28.1).* The plan addressed minimization and mitigation measures for cumulative impacts from the construction of I-80 and successive roadway improvement projects on wildlife that moves through the area. The undercrossing was to reduce animal-vehicle collisions, increase continuity between landscapes on opposite sides of I-80, and also provide resident and migrating animals with a passage for migration, juvenile dispersal, foraging, breeding, and rearing of young.

In addition to large animals, many species of small mammals, reptiles, and amphibians have benefited from the undercrossing structure.

Environmental Consequences

For all alternatives, noise, equipment, and human activities associated with the construction of the proposed project could damage the nest or injure the young migratory birds.

Under *Alternative 1*, the line of trenching would pass in front of the opening of the undercrossing on the south side of I-80. Large animal may be injured from falling into trenches near the entrance to the undercrossing. Small animals can become trapped at the bottom of the trench.

Without the passage through the undercrossing, animals would be forced to cross the highway, thereby increasing the possibility of animal-vehicle mortality rate.

Avoidance and/or Minimization Measures

For all alternatives, the following measures would be incorporated into the project to avoid effects to migratory birds:

1. Vegetation will be removed outside of the bird nesting season (September 1 of any year to February 14 of the following year) after bird fledging and before initiation of breeding activities;

2. If vegetation will be removed during the nesting season, migratory bird survey(s) shall be conducted by a Caltrans Biologist no earlier than one (1) week prior to the start of vegetation removal to identify nesting birds. The survey(s) shall cover the area within the ESL and also area within one hundred (100) feet beyond the ESL;

3. Any active nests, if there are any, shall not be disturbed until all young have fledged; and

4. On-site monitoring or protective buffers may be provided for active bird nests. The Contractor is to inform the Resident Engineer (RE) and the ECL immediately when an active bird nest is found. The RE will then evaluate, with the assistance of the ECL or Project Biologist, whether work in the area can continue, with on-site monitoring or protective buffer.

Avoidance and/or Minimization Measures

Under *Alternative* 1, the following measures would be incorporated into the project to avoid impacts to habitat continuity:

1. The gap in the ESA fencing previously discussed in *Wetlands and Other Waters* section shall remain open in its entirety at all times;

2. No equipment storage of any kind is to occur within the undercrossing; and

3. No trench surrounding the entrance to the undercrossing should be left uncovered during non-construction hours. The trench shall be covered so that animals do not fall in.

2.6 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. 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 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

A field survey was conducted by a Caltrans Biologist on March 3, 2016. An addendum to the NES (MI) was later issued in July 2016.The NES (MI) for the proposed project was completed in April 2016. The studies identified no record of invasive species within the project area.

Environmental Consequences

The proposed project requires trenching and backfilling with gravel and native soil. Disturbed soil is a good medium for noxious weeds. The digging, backfilling, and grading operations associated with the trenching provide opportunity for noxious weeds to become established.

The avoidance and minimization measures in the following section will avoid the introduction of invasive species and minimize the disturbance that results in a decrease of prevailing native species.

Avoidance and/or Minimization Measures

Caltrans shall implement the following measures for all alternatives:

1. The Contractor shall reuse native soil on site;
2. Plant species used for erosion control shall consist of native species or nonpersistent hybrids that will prevent invasive species from colonizing disturbed area; and
3. Native vegetation shall not be removed unless absolutely necessary.

2.7 Climate Change (CEQA)

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 (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), 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 CO_2, 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

This section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

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 include 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.
- Senate Bill 375 (SB 375), Chapter 728, 2008
- Senate Bill 391 (SB 391) Chapter 585, 2009

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.[19] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

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

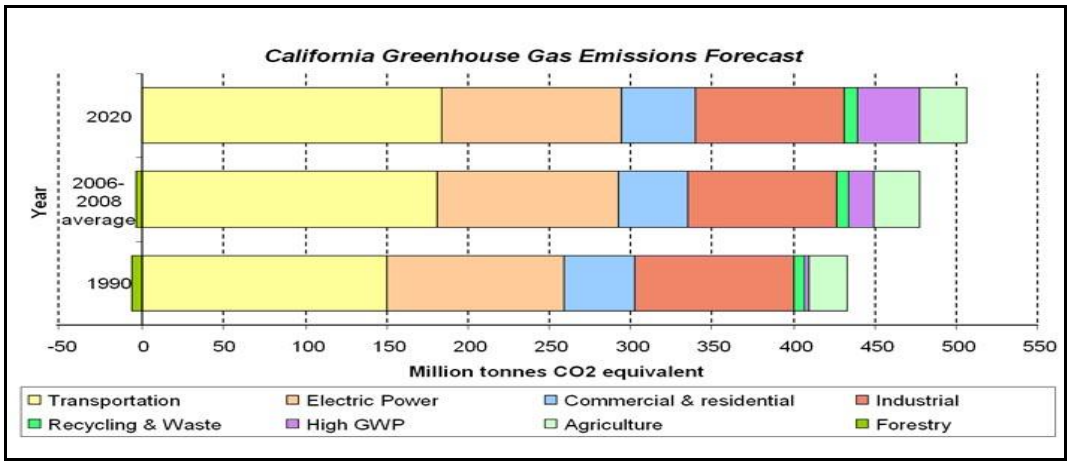

Figure 2.3: California Greenhouse Gas Forecast

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

Caltrans and its parent agency, the California State Transportation Agency (CalSTA), 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.[20]

The purpose of the proposed project is to supply reliable water service to the California Highway Patrol inspection facility, as Caltrans is responsible to maintain a water supply to this facility. This project proposes to install eight-inch diameter water supply line to provide dedicated and reliable water service to the CHP Inspection Facility. The pipeline will be installed underground and inside of State Right of Way. No change in roadway lanes will be made, thus resulting in no change to roadway capacity. Though no operational GHG emissions arexpected from roadway operations, adding a new source of water may increase electricity usage to convey water at this facility. Per Executive Order B-18-12, signed by Governor Brown in 2012, all State agencies are mandated to reduce overall water use at the facilities they operate by 10% by 2015 and by 20% by 2020, as measured against a 2010 baseline.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency

[20] 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

and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

CEQA Conclusion

The project may increase GHG emissions slightly due to increased water and electricity usage during the construction. 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. 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)[21].

Reduction Strategies

The following measure will also be included, as necessary, in the project to reduce the GHG emissions and potential climate change impacts from the project:

1. A water meter shall be installed at the Donner Inspection facility to monitor and aid in required reporting as directed by EO B-18-12.

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.

[21] http://climatechange.transportation.org/ghg_mitigation/

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

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.

Chapter 3 – Comments and Coordination

3.1 Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts, avoidance, minimization, and/or mitigation measures, and also related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Interagency consultations and Project Development Team (PDT) meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Federal Endangered Species Act (FESA) Consultation Summary

Prior to the field survey in March, a Caltrans Biologist conducted an Information, Planning, and Conservation System (IPac) search for the project limits and the surrounding areas to identify threatened or endangered species, critical habitat, and migratory birds. The query was included in *Attachment B: Species List.*

Federal Wetlands and Other Waters of the U.S. Consultation Summary

The USFWS National Wetlands Inventory was used to determined the presence of any known wetlands within the proximity of the project area. The query yielded results of a freshwater emergent wetland (PEMB class) located south of I-80. The wetlands boundary appears to be beyond the project area.

California Endangered Species Act (CESA) Consultation Summary

In February 2016, prior to the field survey, a Caltrans Biologist conducted a California Natural Diversity Database (CNDDB) search for the project limits and the surrounding areas. The query was included in *Attachment B: Species List.*

California Department of Fish and Wildlife: Native Plants Consultation Summary

In February 2016, prior to the field survey, a Caltrans Biologist conducted a California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants for the Truckee USGS 7.5' quadrangle. The query was included in *Attachment B: Species List.*

Cultural Resources Consultation Summary

A Caltrans Archaeologist examined USGS topographic quadrangle of Nevada County, the Caltrans Cultural Resource Database (CCRD), the National Register of Historical Places (United States Government 1979 and supp. to date), the California Historical Landmarks, the California Points of Historical Interest, the California Register of Historical Resources, and the Caltrans Historic Bridge Inventory.

Also, as part of the federal and state requirements, consultation with the Native American community was initiated by a Caltrans Qualified Professional Staff (QPS) with consultation letter dated March 7, 2016 to one local Native American tribe that might be able to provide information about unrecorded sites in the project vicinity. A response was received from the Tribal Historic Preservation Officer (THPO) for the Washoe Tribe of California and Nevada.

Truckee Donner Public Utility District (TDPUD)

When the water well serving the CHP Inspection Facility has run dry in 2015, the TDPUD has allowed Caltrans to draw water from the District fire hydrant into a potable water truck on a temporary basis. With a letter dated March 2, 2016, TDPUD informed Caltrans of the decision to discontinue the potable truck service on September 30, 2017.

After the public circulation period, pending TDPUD decision on the private developer proposal, Caltrans will select a preferred alternative. If *Alternative 1* is chosen, Caltrans would coordinate with the TDPUD to arrive at a coopertaive agrrement.

3.2 Environmental Document

The IS/ND for this proposed project was previously made available for public and agency review for 30 days between May 20 and June 17, 2016. This ealier IS/ND discussed only one alternative, *Alternative 1*. Under this alternative, Caltrans would connect the pipeline to an existing TDPUD fire hydrant to the CHP Inspection Facility in Nevada County.

Later, the *Union Mills Road Water Main Project Proposal* completed by a private developer was presented to Caltrans. This document included the potential for Caltrans to connect the eight-inch diameter underground water supply line under this proposed project to the main water line completed by this private developer, who has been proceeding with a subdivision of property on the north side of Union Mills Road. (See *Figure 1.1: Location Map*.)

According to this document, the developer would install an eight-inch diameter pipeline from the TDPUD pump station located off of Overland Trail on the south side of I-80. This pipeline would cross under I-80 and run along the Union Mill Road on the north side of the CHP Inspection Facility. The Town of Truckee has approved the construction of this private project.

In order to prepare for the event that the TDPUD agrees to the private developer's proposal, the PDT discussed the concept of drawing the water from the private pipeline and brought forward Alternative 2 and 3. Because these two alternatives are substantially different from Alternative 1, Caltrans considers it is appropriate to recirculate the IS/ND.

This revised IS/ND will be made available for public and agency review and comment for 30 days. Caltrans has ensured that the document will be made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) the general public. Copies of the document will be made available at the Caltrans District 3 Office of Environmental Management (M-2) located at 703 B St., Marysville, CA 95901 and at the Truckee

Branch Library 10031 Levon Avenue Truckee, CA 96161 and via the Internet at http://www.dot.ca.gov/dist3/departments/envinternet/nevada.htm. Technical studies prepared by Caltrans staff are also available for review upon request.

Chapter 4 – List of Preparers

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

Brenda Powell-Jones, Senior Environmental Planner. Contribution: *Climate Change* section writer.

Darrell S. Naruto, Transportation Engineer. Contribution: *Water Quality Assessment (WQA)* preparer.

Erick Wulf, Associate Environmental Planner (Archaeology). Contribution: Preparer of *Historic Property Survey Report (HPSR)* and *Archaeological Survey Report (ASR).*

Gail St. John, Senior Environmental Planner. Contribution: Acting Branch Chief and Environmental Document reviewer.

Gregory Saiyo, Environmental Planner (Natural Sciences). Contribution: Project Biologist and *Natural Environmental Study (Minimal Impacts) (NES [MI])* preparer.

Kelli Angell, Associate Environmental Planner (Natural Sciences). Contribution: Plant survey.

Larry Chiea, Associate Environmental Planner. Contribution: Environmental Document reviewer.

Lori McIntosh, Associate Environmental Planner. Contribution: Plant survey.

Mark Melani, Associate Environmental Planner. Contribution: *Initial Site Assessment (ISA)* preparer.

Napassakorn Pongsmas, Environmental Planner. Contribution: Project Environmental Coordinator and Environmental Document writer.

Sean Marquis, Associate Environmental Planner. Contribution: Wetland Delineation.

Sumandeep Sudini, Transportation Engineer. Contribution: Project Engineer.

Suzanne Melim, Supervising Environmental Planner. Contribution: Office Chief, North Region Environmental Services – South.

Thaleena Bhattal, Associate Environmental Planner. Contribution: Environmental Document reviewer.

Winder Bajwa, Senior Transportation Engineer. Contribution: Project Manager.

Appendix A – CEQA Checklist

CEQA Environmental Checklist

03-NEV-80	PM 18.3/19.3	03-1600-0079 03-1H260
Dist.-Co.-Rte.	PM/PM	EFIS/EA

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

"No Impact" determinations in this section are based on the project scope and field reviews.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and field review.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
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)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and field reviews.

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?	☐	☐	☐	☒
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 US Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
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?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and the NES (MI).

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 project scope, HPSR, and ASR.

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

"No Impact" determinations in this section are based on project scope and field review.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

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

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

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

"No Impact" determinations in this section are based on project scope, field reviews, and ISA.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

"No Impact" determinations in this section are based on project scope, field reviews, and WQA.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

"No Impact" determinations in this section are based on project scope and field reviews.

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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

"No Impact" determinations in this section are based on project scope and field reviews.

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?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

***"No Impact" determinations in this section are based on the project scope and field reviews*.**

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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

***"No Impact" determinations in this section are based on the project scope and field reviews*.**

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

***"No Impact" determinations in this section are based on the project scope and field reviews*.**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and field reviews.

XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and field reviews.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

"No Impact" determinations in this section are based on the project scope and field reviews

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Appendix B – Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov

Flex your power!
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March 2013

NON-DISCRIMINATION
POLICY STATEMENT

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

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

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

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C – Avoidance and/or Minimization Measures

Water Quality and Storm Water Runoff

Avoidance Measures

1. The project shall adhere to the conditions of the Statewide NPDES Permit issued by the State Water Resources Control Board, (Order No. 2012-0011-DWQ, NPDES Permit No. CAS000003) and all adopted amendments to this Permit. This Statewide NPDES Permit regulates storm water and non-storm water discharges from Caltrans' properties and facilities[22], and discharges associated with operation and maintenance of the State highway system;

2. Adherence to the following recommendations to prevent receiving water pollution as a result of construction activities and/or operations from this project:

    2.1 Follow all applicable Caltrans' guidelines and requirements regarding water pollution control and general specifications for preventing, controlling, and abating water pollution in streams, waterways, and other bodies of water;[23]

    2.2 The Contractor shall prepare a WPCP including appropriate temporary construction site BMPs to implement effective handling, storage, use and disposal practices during construction activities;

    2.3 The Contractor shall implement spill prevention and controls; materials, waste and non-storm management controls; and manage dewatering activities at the construction site;[24] and

    2.4 Existing drainage facilities should be identified and protected by the application of appropriate Construction Site BMPs;

3. Adherence to additional requirements that have historically applied to the Department's permits and to the Statewide permit in the Lahontan Region. These region-specific requirements are:

    3.1 Unless granted a variance by the Lahontan Regional Water Board Executive Officer, there shall be neither removal of vegetation nor disturbance of existing ground surface conditions between October 15 of any year and May 1 of the following year, except when there is an emergency situation that threatens the public health or welfare. This prohibition applies to the Lake Tahoe and Truckee River Hydrologic Unit; and

[22] Including, but not limited to, maintenance stations/yards, equipment storage areas, storage facilities, fleet vehicle parking and maintenance areas, and warehouses with material storage areas.

[23] *2015 Caltrans Standard Specifications (2015 CSS), Section 13.*

[24] Ibid. *Section 13-4 Job Site Management.*

3.2 The Department shall participate in early project design consultations for all projects within the Lake Tahoe and Truckee River Hydrologic Units.

Wetlands and Other Waters

Avoidance Measures: Alternative 1

1. Environmentally Sensitive Area (ESA) fencing will be constructed along the toe of the rock slope[25] with a gap consistent with the existing wildlife undercrossing as shown in *Appendix A: ESA Fencing for Alternative 1*; and

2. BMPs will be implemented to avoid the potential for erosion and sedimentation into nearby wetlands.

Animal Species

Avoidance Measures: Alternative 1

1. Vegetation will be removed outside of the bird nesting season (September 1 of any year to February 14 of the following year) after bird fledging and before initiation of breeding activities;

2. If vegetation will be removed during the nesting season, migratory bird survey(s) shall be conducted by a Caltrans Biologist no earlier than one (1) week prior to the start of vegetation removal to identify nesting birds. The survey(s) shall cover the area within the ESL and also area with one hundred (100) feet beyond the ESL;

3. Any active nests, if there are any, shall not be disturbed until all young have fledged; and

4. On-site monitoring or protective buffers may be provided for active bird nests. The Contractor is to inform the Resident Engineer (RE) and the ECL immediately when an active bird nest is found. The RE will then evaluate, with the assistance of the ECL or Project Biologist, whether work in the area can continue, with on-site monitoring or protective buffer.

5. The gap in the ESA fencing previously discussed in *Wetlands and Other Waters* section shall remain open in its entirety at all time;

6. No equipment storage of any kind is to occur within the undercrossing;

7. Any active bird nests, if there are any, shall not be disturbed until all young have fledged; and

[25] Because the rock slope does not have the quality of a wetlands, the boundary of the rock slope provides the farthest distance between the existing wetlands and the construction activities.

8. No trench surrounding the entrance to the undercrossing to be left uncovered during non-construction hour. The trench shall be covered so that animals do not fall in.

Avoidance Measures: Alternative 2 and 3

1. Vegetation will be removed outside of the bird nesting season (September 1 of any year to February 14 of the following year) after bird fledging and before initiation of breeding activities;

2. If vegetation will be removed during the nesting season, migratory bird survey(s) shall be conducted by a Caltrans Biologist no earlier than one (1) week prior to the start of vegetation removal to identify nesting birds. The survey(s) shall cover the area within the ESL and also area with one hundred (100) feet beyond the ESL;

3. Any active nests, if there are any, shall not be disturbed until all young have fledged; and

4. On-site monitoring or protective buffers may be provided for active bird nests. When an occupied bird nest is found within the project area, the Contractor shall notify the RE and the ECL immediately. The RE will then evaluate, with the assistance of the ECL or Project Biologist, whether work in the area can continue, with on-site monitoring or protective buffer.

Invasive Species

Avoidance Measures

1. The Contractor shall reuse native soil on site;

2. Plant species used for erosion control shall consist of native species or nonpersistent hybrids that will prevent invasive species from colonizing disturbed area; and

3. Native vegetation shall not be removed unless absolutely necessary.

Climate Change

Minimization Measure

1. A water meter shall be installed at the Donner Inspection Facility to monitor and aid in required reporting as directed by EO B-18-12.

Appendix D – List of Technical Studies and References

California Department of Transportation. 2000. *Wildlife Crossing Mitigation Plan for I-80 (PM 17.3-28.1.* Consultation document for NEV-80-PM 17.1-28.3 (EA: 03-3A21U).

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California Department of Transportation. 2016. *Archaeological Survey Report for the Proposed Waterline Installation Project along Interstate 80 for the CHP Inspection Station Nevada County, California*.

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California Department of Transportation. 2016. *Natural Environmental Study (Minimal Impacts).*

California Department of Transportation. 2016. *Natural Environmental Study Addendum to Technical Document.*

California Department of Transportation. 2016. "Storm Water Quality Handbook: Project Planning and Design Guide." Sacramento: Caltrans Office of Storm Water Management – Design.

California Department of Transportation. 2016. *Water Quality Assessment Exemption.*

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GeoCon Consultant. 2002. *Closure Request Report: CHP Truckee Truck Inspection Station.* Report prepared by Geocon Consultants.

GeoCon Consultant. 2008. *Aerially Deposited Lead Site Investigation and Survey Report.* Report prepared by Geocon Consultants.

Hubbs, A.E. and R. Boonstra. 1995. *Study Design to Assess the Effects of Highway Median Barriers on Wildlife.* Ontario: University of Toronto.

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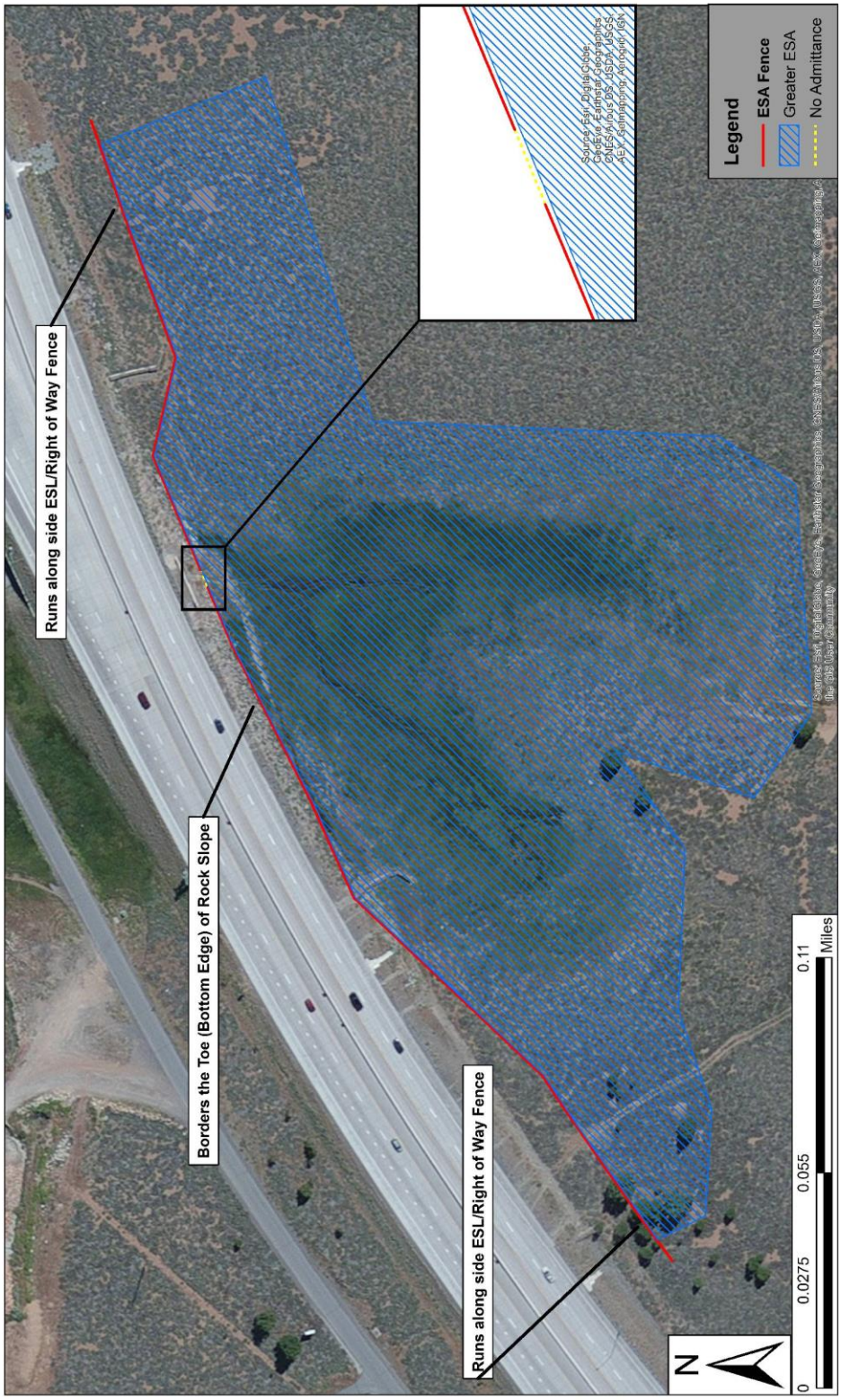
U.S. Environmental Protection. Agency. *Middle Truckee River Watershed Sediment TMDL*. Report prepared by Dorothy Rice. 2009.

U.S. Fish and Wildlife Services. Agency. *What is a Migratory Birds?* Retrived from http://www.fws.gov/birds/faqs.php. 2016.

Attachment A – ESA Fencing for Alternative 1


Runs along side ESL/Right of Way Fence
Borders the Toe (Bottom Edge) of Rock Slope
Runs along side ESL/Right of Way Fence
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN
Legend
ESA Fence
Greater ESA
No Admittance
N
0
0.0275
0.055
0.11
Miles

Attachment B – Species List

The table below presents the data from the IPac, CNDDB, and CNPS search on March 2, 2016.

Scientific Name	Common Name	Status* Federal/State/CNPS	Habitat	Habitat Present/ Absent	Impact Rationale
AMPHIBIANS					
Rana Sierrae	Sierra Nevada Yellow-legged Frog	FE/CT/SSC	Cool, perennial, swiftly flowing streams in redwood, Douglas-fir, and yellow pine forests.	Absent	No suitable habitat present within the project ESL.
BIRDS					
Accipiter gentilis	Northern goshawk	-/SSC	Nests and roosts in older stands of red fir, Jeffrey pine, Ponderosa pine, lodgepole pine, Douglas fir, and mixed conifer forests.	Absent	Certain habitat elements are present in project area. Dense stands not present. No large nests observed during surveys.. Project not expected to affect nesting or foraging habitat.
Empidonax traillii	Willow flycatcher	-/E	moist brushy thickets, open second-growth, and riparian woodland, especially with willow and buttonbush	Absent	No suitable habitat present within the project ESL.. Project not expected to affect nesting or foraging habitat. Nearest occurrence is ≈ 2 mi from project area.
Setophaga petechia	Yellow warbler	-/SSC	Riparian vegetation in close proximity to water along streams and in wet meadows.	Absent	No suitable habitat present within the project ESL.
FISH					
Oncorhynchus clarkii henshawi	Lahontan cutthroat trout	T/-	Cool flowing water with available cover of well-vegetated and stable stream banks, in areas where there are stream velocity breaks, and in relatively silt free, rocky riffle-run areas.	Absent	No suitable habitat present within the project ESL.
MAMMALS					
Aplodontia rufa californica	Sierra Nevada Mountain Beaver	-/SSC	Moist environments with moderate to dense vegetation. Restricted to riparian areas.	Absent	No suitable habitat present within the project ESL.
Lepus americanus tahoensis	Sierra Nevada snowshoe hare	-/SSC	Boreal and mixed deciduous forest of North America with fairly dense vegetation, which it uses as cover. Requires snow cover, because of its white winter pelage.	Absent	.No boreal or deciduous forest present. Project not expected to affect denning or foraging habitat. Nearest occurrence is ≈ 2 mi from project area.
Vulpes vulpes necator	Sierra Nevada red fox	-/T	high elevation barren, conifer and shrub habitats; montane meadows; subalpine woodlands and fell-fields	Potential Pressence	Potentially suitable habitat is present in project area**. No dens observed in ESL. Small project; not expected to impact foraging habitat. Nearest occurrence is ≈ 2 mi from project area.**

Scientific Name	Common Name	Status* Federal/State/CNPS	Habitat	Habitat Present/ Absent	Impact Rationale
PLANTS					
Artemisia tripartita ssp. tripartita	Threetip sagebrush	-/-/List 2B.3	Rocky, volcanic. Upper montane coniferous forest (openings)	Absent	No suitable habitat.
Botrychium lunaria	Common moonwort	-/-/List 2B.3	Moist meadows and seeps, Subalpine coniferous forest, Upper montane coniferous forest.	Absent	No suitable habitat.
Carex davyi	Davy's sedge	-/-/List 1B.3	Dry often sparse meadows, slopes. Subalpine coniferous forest. Upper montane coniferous forest.	Absent	No suitable habitat.
Cryptantha glomeriflora	clustered-flower cryptantha	-/-/List 4.3	Open slopes, dry meadows, creek beds. Granitic or volcanic, sandy. Great Basin scrub. Meadows and seeps. Subalpine coniferous forest. Upper montane coniferous forest.	Absent	No suitable habitat.
Eriogonum umbellatum var. torreyanum	Donner Pass buckwheat	-/-/List 1B.2	Sand or gravel; volcanic, rocky. Meadows and seeps. Upper montane coniferous forest.	Absent	No suitable habitat.
Ivesia sericoleuca	Plumas ivesia	-/-/List 1B.2	Dry, generally volcanic meadows. Vernally mesic, usually volcanic. Great Basin scrub, Lower montane coniferous forest, Meadows and seeps, Vernal pools. Plants from Truckee River drainage generally less hairy, with more open inflorescence, smaller flowers.	Potential Pressence	**Not found during March 3, May 27, and June 20, 2016 field review. Refer to section 4.3 of NES (MI) and section 2.3 of this IS/ND.**
Potamogeton robbinsii	Robbins' pondweed	-/-/List 2B.3	Deep water, lakes. Marshes and swamps.	Absent	No suitable habitat.
Pseudostellaria sierrae	Sierra starwort	-/-/List 4.2	Meadows, dry understory of mixed oak or montane conifer forest.	Absent	No suitable habitat.
Rhamnus alnifolia	alder buckthorn	-/-/List 2B.2	Wet meadow edges, seeps, stream sides. Lower montane coniferous forest, Riparian scrub, Upper montane coniferous forest.	Absent	No suitable habitat.
Rorippa subumbellata	Tahoe yellow cress	-/CE/ List 1B.1	Sandy lake margins. decomposed granitic beaches, Lower montane coniferous forest, Meadows and seeps.	Absent	No Suitable habitat.
Scutellaria galericulata	Marsh skullcap	-/-/List 2B.2	Wet sites, meadows, stream banks, Lower montane coniferous forest, Meadows and seeps (mesic), Marshes and swamps.	Absent	No suitable hasbitat.

* Status Explanations:

Federal Status (pursuant to the Federal Endangered Species Act of 1973, as amended)

E = Endangered. Listed as being in danger of extinction.

T = Threatened. Listed as likely to become endangered within the foreseeable future.

P = Proposed. Proposed for listing as threatened or endangered, or for delisting.

C = Candidate. Candidate that may become a proposed species.

D = Delisted.

- = No listing under the Federal Endangered Species Act.

State Status (pursuant to §1904 (Native Plant Protection Act of 1977) and §2074.2 and §2075.5 (California Endangered Species Act of 1984) of the Fish and Game Code)

E = Endangered. Listed as endangered under the California Endangered Species Act.

T = Threatened. Listed as threatened under the California Endangered Species Act.

C = Candidate. Candidate that may become threatened, endangered, or delisted.

D = Delisted.

- = No listing.

State Status (other listings)

SSC = Species of special concern. Animals not listed under the Federal Endangered Species Act or the California Endangered Species Act but which are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist.

FP = Fully Protected. Fully Protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.

WL = Watch List. Species that do not meet the criteria of SC, but for which there is concern and a need for additional information to clarify status.

California Native Plant Society (CNPS)

List 1A = Presumed extinct in California.

List 1B species = Plants rare, threatened, or endangered in California and elsewhere.

List 2 species = Rare, threatened, or endangered in California, but more common elsewhere.

List 3 species = More information is needed about the plant species.

List 4 species = Limited distribution (Watch List).

.1 = Seriously endangered in California.

.2 = Fairly endangered in California.

.3 = Not very endangered in California.