# Truckee River Bridge and Donner Lake Undercrossing Bridge Scour Treatment

Truckee, California
03-NEV-80-9.0/28.1
EA 4M610 / EFIS 0312000186

## Initial Study
## with Negative Declaration

Prepared by the
State of California Department of Transportation

November 2013

SCH: TBD
03-NEV-80
PM 9.13 &
28.0/28.1
EA: 4M610
EFIS: 0312000186

Truckee River Bridge and Donner Lake Undercrossing
Bridge Scour Treatment,
03-NEV-80-9.13 and 28.0/28.1

# INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

25 July 2013
Date of Approval

John D. Webb, Chief
North Region Environmental Services
California Department of Transportation

**State of California**
**Department of Transportation**

SCH: 2013082069
03-NEV-80
PM: R9.0/28.1
03-4M610
EFIS: 0312000186

# Negative Declaration

Pursuant to: Division 13, Public Resources Code

## *Project Description*

The project is located in Nevada County on Interstate 80, involving two bridges; the Donner Lake Undercrossing (UC) (#17-0076 L/R) at post mile (PM) 9.0 and the Truckee River Bridge (#17-0063 R/L) at PM 28.1. The purpose of this project is to rehabilitate the supporting structures of the bridge by repairing bent caps, replacing seismic shear blocks, and replacing seismic restrainer cables on both the Truckee River Bridge and the Donner Lake UC. This project is needed because the spalled and fractured areas of the bridge bents require ongoing maintenance and repairs. The project involves the following work: bridge work, grinding, overlay, use of existing access roads, temporary construction easements (TCE), and some stream channel work. No utility work and/or relocations are planned and there will be no change to the drainage profile.

## *Determination*

Caltrans has prepared an Initial Study for this project, and following 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 visual aesthetics, agricultural resources, farmlands/timberlands, hydrology/floodplains, air quality, noise, hazardous materials, cultural resources, geology/soils, land use/planning, growth, mineral resources, population/housing, recreation, utilities/service systems, coastal zone, or wild and scenic rivers.
- The proposed project would have a minimal effect on biological resources and water quality / storm water runoff by implementing avoidance and minimization measures and the related United State Army Corps of Engineers (USACE) 404 Permit, the Lahontan Regional Water Quality Control Board (LhRWQCB) 401 Certification, and California Department of Fish and Wildlife (CDFW) 1602 Permit.

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

11/7/2013
Date

# Initial Study

## *Project Title*

Truckee River Bridge and Donner Lake Undercrossing (UC) Scour Treatment

## *Lead Agency Name, Address and Contact Person*

California Department of Transportation – District 03
Office of Environmental Management, M-3
Attn: Maggie Ritter
703 B Street
Marysville, CA 95901

## *Project Location*

The project is located in Nevada County on Interstate 80 (I-80) at the Truckee River Bridge (#17-0063 R/L), at PM 28.1, and at the Donner Lake UC (# 17-0076 L/R), at PM 9.0. The Truckee River Bridge is approximately 3.5 miles west of the Nevada State border and is near a small community called Floriston, population 73 (2010 National Census). The Donner Lake UC is located approximately 4 miles west of Truckee on I-80, population 16,156 (2010 National Census).

## *Purpose and Need*

The purpose of this project is to rehabilitate the supporting structures of the bridge by repairing bent caps, replacing seismic shear blocks, and replacing seismic restrainer cables on both the Truckee River Bridge and the Donner Lake UC. This project is needed because the spalled and fractured areas of the bridge bents require ongoing maintenance and repairs in order to maintain the structural integrity of the bridges.

## *Description of Project*

At the Truckee River Bridge, the project proposes to repair the bent caps, repair spalling at bent caps and columns, replace seismic shear blocks, replace seismic restrainer cables, and provide a polyester concrete overlay on the left structure of Truckee River Bridge. Repairs to this bridge involve the following work: bridge work, grinding, use of existing access roads, a temporary construction easement (TCE), and some stream channel work. No utility work and/or relocations are planned and there will be no change in the drainage profile.

Access to the underside of the Truckee River Bridge is needed for construction of the project by way of an existing access road at the east end of the bridge (accessible from the west bound lanes). There is an existing wooden flume, the Farad Flume, which travels under the Truckee River Bridge through the project area. Construction equipment, personnel, and vehicles traveling down the access road should have enough space in order to avoid any contact with the flume or its elements, such as

the retaining wall. Since access to the construction area has equipment limitations, repairs to this bridge will also require access from the eastbound lanes via an existing access road belonging to Union Pacific (UP) Railroad. The UP access road passes through the UP railroad property and parallels the eastbound lane of I-80 down to the Caltrans access road and then continues to run parallel to the UP tracks.

At the Donner Lake UC, the project proposes to repair the bent caps, repair spalling at bent caps and columns, replace restrainers, and repair column reinforcement. This bridge involves the following work: bridge work and some grinding. No TCE is required at this location as there is enough room for staging within Caltrans right of way. Access will be from the existing Donner Lake Road; beneath the bridge during construction there will temporary traffic control. Full closure of the interstate will not be required and no lanes will require closure.

### *Surrounding Land Uses and Setting*

This project is located on I-80, which is one of the main routes through the Sierra Nevada Mountains that connects the State of California to Nevada and the rest of the nation. The Interstate curves through the mountain's canyons following the Truckee River. The Farad Flume travels through the surrounding area and under the Truckee River Bridge on the north side of the river. The UP railroad parallels both the highway on the south side of the river. Adjacent land owners include: the California Department of Fish and Wildlife (CDFW), the Tahoe National Forest, Liberty Energy, UP railroad and Nevada Energy.

### *Permits and Approvals Needed*

The following permits will be required for the project:

1. U.S. Army Corps of Engineers (USACE): 404 Nationwide Permit
2. California Department of Fish and Wildlife (CDFW): 1602 Streambed Alteration Agreement
3. Lahontan Regional Water Quality Control Board (LhRWQCB): 401 Water Quality Certification
4. U.S. Fish and Wildlife Service (USFWS) Concurrence: May Affect Not Likely to Adversely Affect Lahontan Cutthroat Trout

***Project Vicinity Map***

INDEX OF PLANS

STATE OF CALIFORNIA
# DEPARTMENT OF TRANSPORTATION

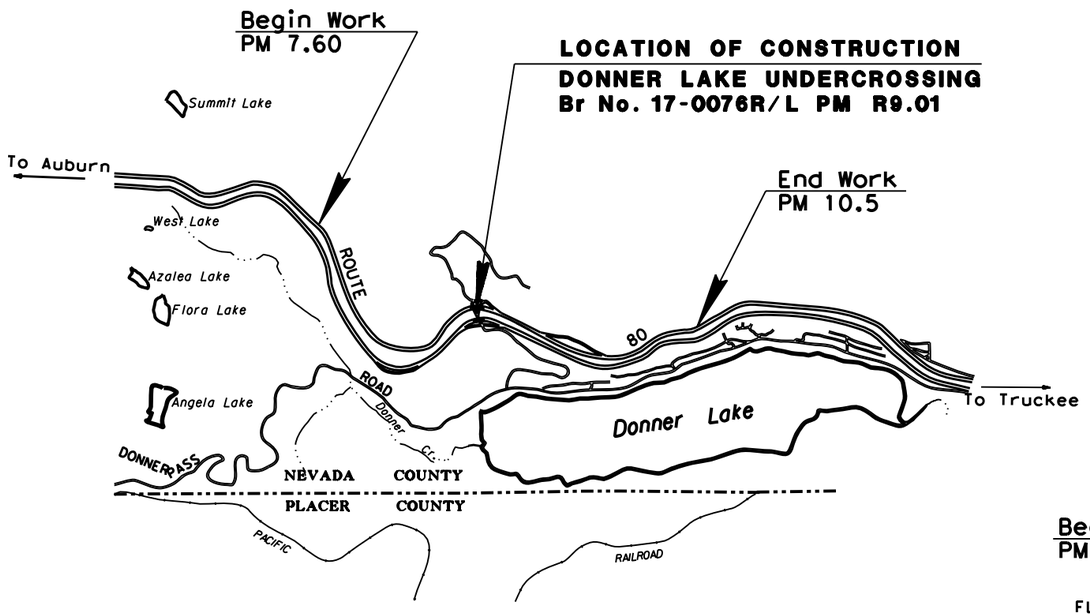
## PROJECT PLANS FOR CONSTRUCTION ON
# STATE HIGHWAY

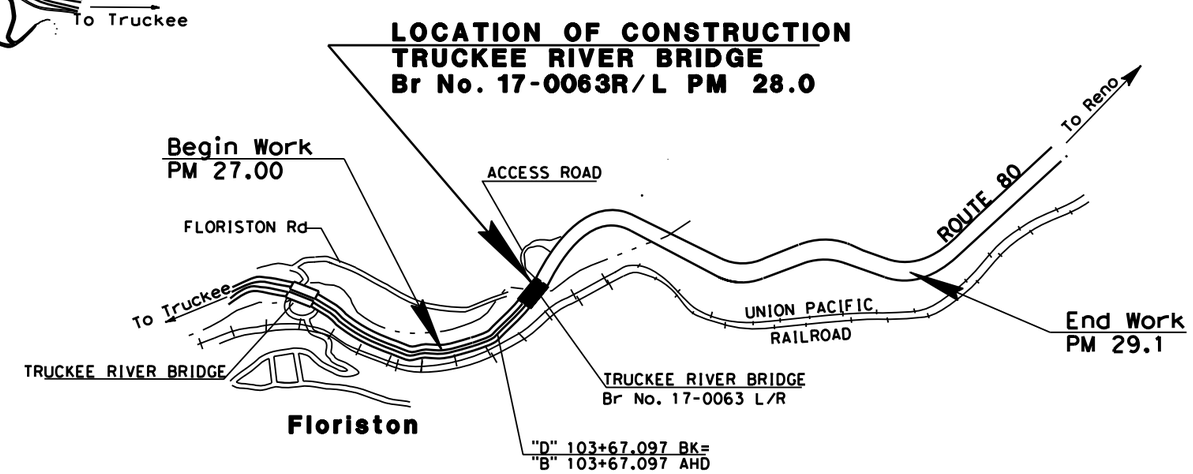
## IN NEVADA COUNTY
## AT DONNER LAKE UNDERCROSSING
## AND AT TRUCKEE RIVER BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Nev | 80 | 9.0/28.2 | 1 | XX |

LOCATION MAP




PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
DAVID S. LAMB
No. C53386
Exp. 06-30-13
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

*THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.*

| | |
|---|---|
| CONTRACT No. | 03-4M6104 |
| PROJECT ID | 0312000186 |

PROJECT MANAGER: RONALD S SYKES
DESIGN ENGINEER: RONALD S SYKES

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

LAST REVISION 00-00-00 DATE PLOTTED => $DATE TIME PLOTTED => $TIME

***Project Location Map***

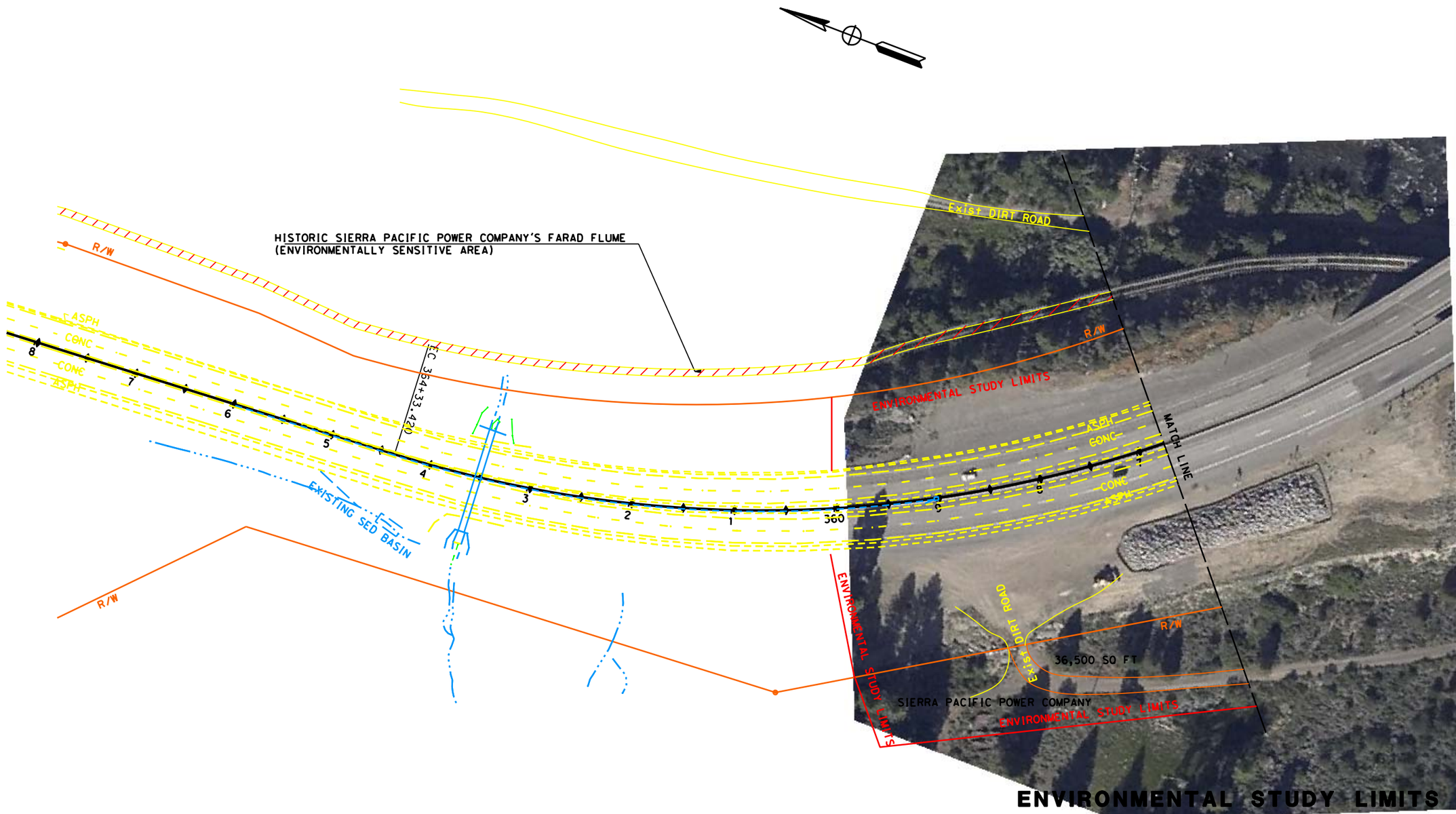
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Nev | 80 | 28.0/28.1 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER DAVID S. LAMB No. C53386 Exp. 6-30-13 CIVIL STATE OF CALIFORNIA

*THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.*




# ENVIRONMENTAL STUDY LIMITS

NO SCALE

ESL-1

| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | REVISED BY |
|---|---|---|---|
| Caltrans 03-MAINTENANCE ENGINEERING | RONALD S. SYKES | CHECKED BY | DATE REVISED |
| | | ROBERT M. FLOYD II | |
| | | DAVID S. LAMB | |

LAST REVISION 00-00-00 DATE PLOTTED => $DATE TIME PLOTTED => $TIME

USERNAME => $USER
DGN FILE => $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0484

PROJECT NUMBER & PHASE 03120000001

layout1.dgn 2/14/2012 11:13:21 AM

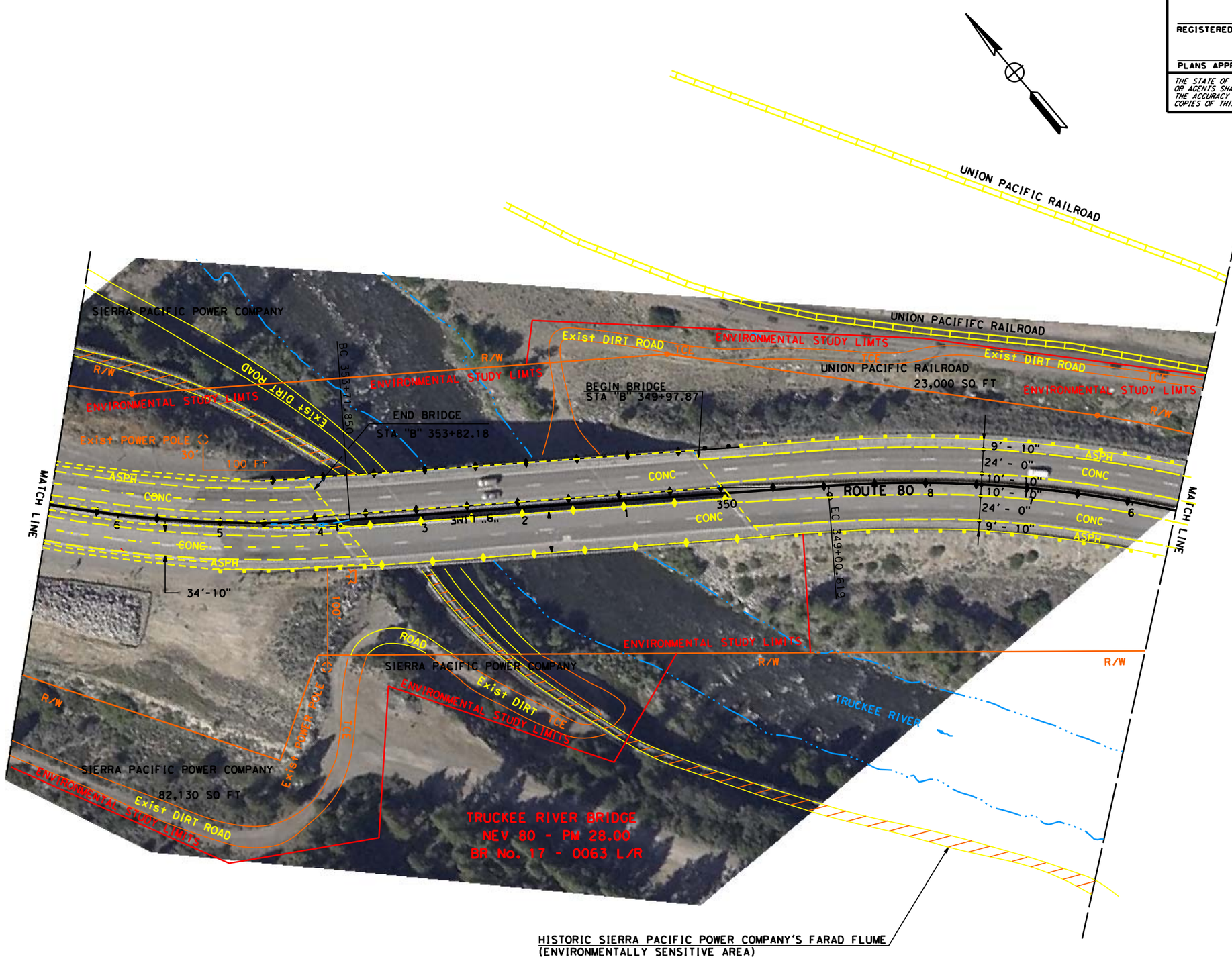
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Nev | 80 | 28.0/28.1 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER DAVID S. LAMB No. C53386 Exp. 6-30-13 CIVIL STATE OF CALIFORNIA

*THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.*




# ENVIRONMENTAL STUDY LIMITS

NO SCALE

ESL-2

| | |
|---|---|
| REVISED BY | ROBERT M. FLOYD II |
| DATE REVISED | DAVID S. LAMB |
| CALCULATED-DESIGNED BY | |
| CHECKED BY | |
| FUNCTIONAL SUPERVISOR | RONALD S. SYKES |

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans 03-MAINTENANCE ENGINEERING

LAST REVISION 00-00-00 | DATE PLOTTED => $DATE | TIME PLOTTED => $TIME

USERNAME => $USER
DGN FILE => $REQUEST

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0484 | PROJECT NUMBER & PHASE 03120000001

layout 2.dgn 2/14/2012 11:12:55 AM

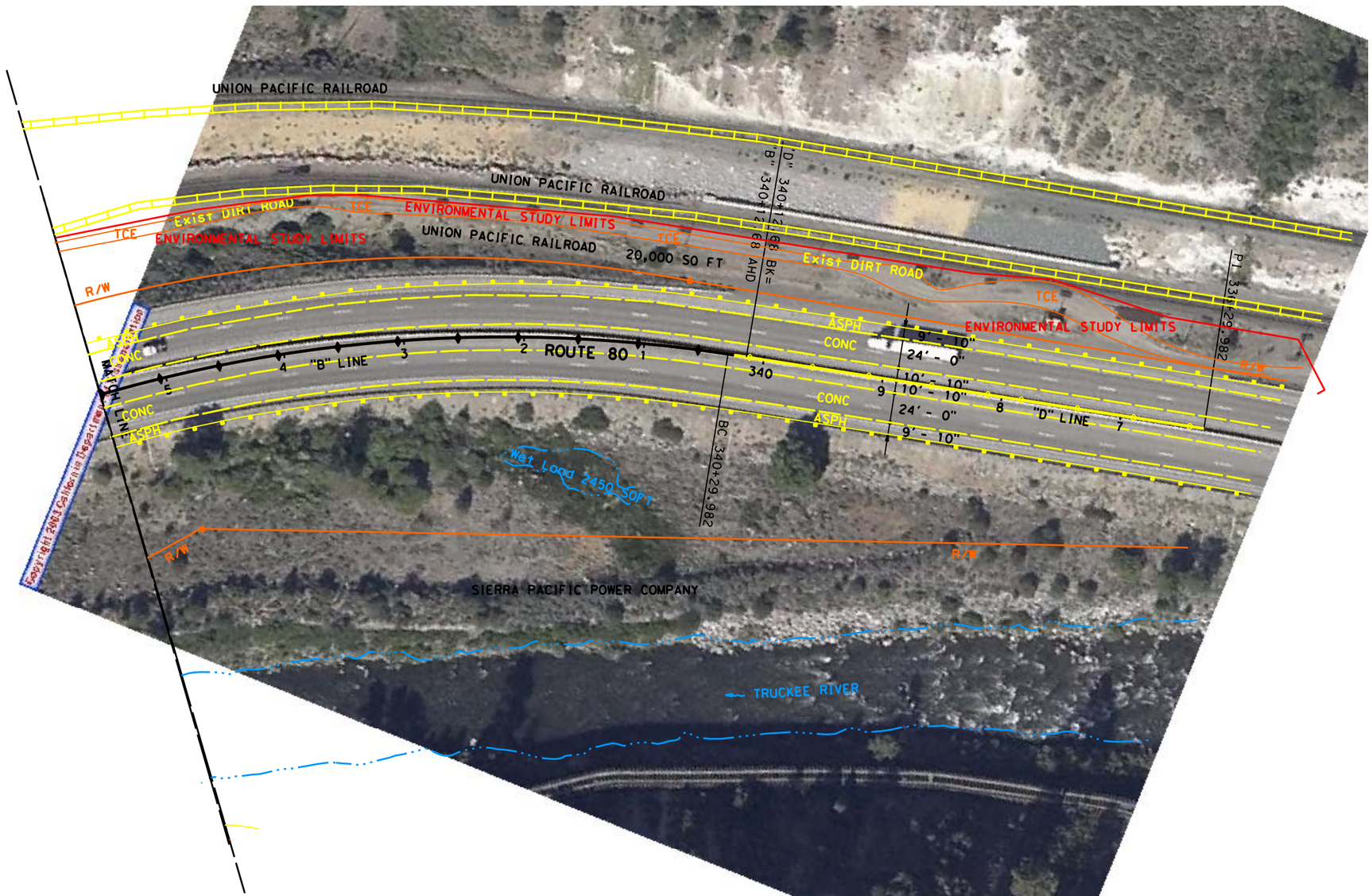
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Nev | 80 | 28.0/28.1 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER DAVID S. LAMB No. C53386 Exp. 6-30-13 CIVIL STATE OF CALIFORNIA

*THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.*




# ENVIRONMENTAL STUDY LIMITS

NO SCALE

ESL-3

| | |
|---|---|
| STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | |
| 03-MAINTENANCE ENGINEERING | |
| FUNCTIONAL SUPERVISOR | RONALD S. SYKES |
| CALCULATED-DESIGNED BY | ROBERT M. FLOYD II |
| CHECKED BY | DAVID S. LAMB |
| REVISED BY | |
| DATE REVISED | |

LAST REVISION 00-00-00 DATE PLOTTED => $DATE TIME PLOTTED => $TIME

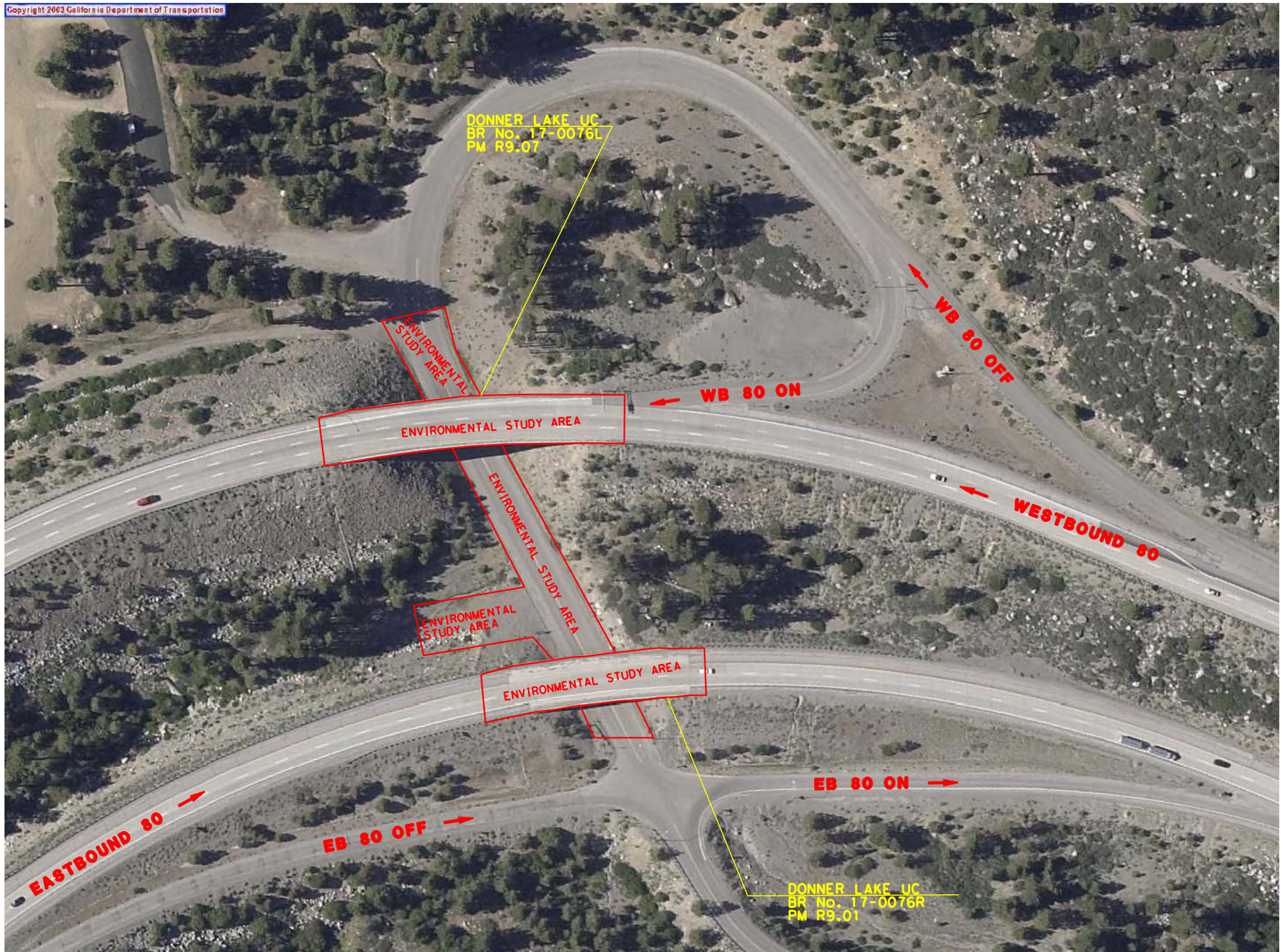
| Dist | COUNTY | ROUTE | POST MILES TOTAL PROJECT | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 03 | Nev | 80 | 9.0/28.1 | | |

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER DAVID S. LAMB No. C53386 Exp. 6-30-13 CIVIL STATE OF CALIFORNIA

*THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.*




# ENVIRONMENTAL STUDY LIMITS

NO SCALE

ESL-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans MAINTENANCE ENGINEERING

FUNCTIONAL SUPERVISOR: RONALD S. SYKES

CALCULATED-DESIGNED BY: ROBERT M. FLOYD II

CHECKED BY: DAVID S. LAMB

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => $DATE
TIME PLOTTED => $TIME

# Environmental Factors Potentially Affected

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

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

# Impacts Checklist

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

A brief explanation of each California Environmental Quality Act checklist determination follows each checklist item. The checklist is followed by a focused discussion of biological issues and water quality / storm water runoff issues relating to this project.

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| **I. AESTHETICS —** Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | | | | X |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | X |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | | | | X |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | | | | X |

***"No Impact" determinations in this section are based on the project's scope and location. All construction work will be done below the highway and out of highway users' view.***

| | | | | |
|---|---|---|---|---|
| **II. AGRICULTURE RESOURCES —** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | X |
| c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | | | | X |

***"No Impact" determinations in this section are based on project location, project scope and subsequent field visits.***

| | | | | |
|---|---|---|---|---|
| **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? | | | | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | | | | X |
| 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)? | | | | X |
| d) Expose sensitive receptors to substantial pollutant concentrations? | | | | X |
| e) Create objectionable odors affecting a substantial number of people? | | | | X |

***"No Impact" determinations in this section are based on the May 2012 Noise and Air Quality Assessment Report.***

**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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)? | | | X | |
| 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 Wildlife or U.S. Fish and Wildlife Service? | | | | X |
| 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? | | | | X |
| 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? | | | X | |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | X |
| 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? | | | | X |

***"Less than Significant Impact" determinations in this section are based on the September 2012 Natural Environment Study (NES) and the January 2013 USFWS informal consultation letter.***

**V. CULTURAL RESOURCES —** Would the project:

| | | | | |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | | | | X |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | | | | X |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | | X |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | | | | X |

***"No Impact" determinations in this section are based on the May2012 Archaeological Resources Compliance Report (ARCR) and the May 2012 Historical Resources Compliance Report (HRCR).***

**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: | | | | X |
| 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. | | | | X |
| ii) Strong seismic ground shaking? | | | | X |
| iii) Seismic-related ground failure, including liquefaction? | | | | X |
| iv) Landslides? | | | | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| b) Result in substantial soil erosion or the loss of topsoil? | | | | X |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | | | | X |
| 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. | | | | X |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | X |

***"No Impact" determinations in this section are based on conversations with Project Engineer and the project's location.***

**VII. 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? | | | | X |
| 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? | | | | X |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | X |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| 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? | | | | X |
| 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? | | | | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | X |
| 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? | | | | X |

***"No Impact" determinations in this section are based on the March 2012 Hazardous Waste Initial Site Assessment.***

**VIII. HYDROLOGY AND WATER QUALITY —** Would the project:

| | | | | |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements? | | | X | |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | | | | X |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite? | | | X | |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite? | | | X | |
| e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | | | | X |
| f) Otherwise substantially degrade water quality? | | | | X |
| 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 impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| | ☐ | ☐ | ☐ | X |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☐ | X |
| 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? | ☐ | ☐ | ☐ | X |
| j) Result in inundation by a seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | X |

***"Less Than Significant Impact" determinations are based on the May 2012 Floodplain Hydraulics Study, the December 2012 Water Quality Assessment, the scope of the project, and the FED review by WQ staff in October 2013.***

**IX. LAND USE AND PLANNING —** Would the project:

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

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

**X. 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? | ☐ | ☐ | ☐ | X |
| 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? | ☐ | ☐ | ☐ | X |

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

**XI. 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? | ☐ | ☐ | ☐ | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | | X |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | | | | X |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | | | | X |
| 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? | | | | X |
| 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? | | | | X |

***"No Impact" determinations in this section are based on the May 2012 Noise and Air Quality Assessment Report.***

**XII. 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)? | | | | X |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | | X |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | | X |

***"No Impact" determinations in this section are based on project location and project scope.***

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| **XIII. PUBLIC SERVICES —** | | | | |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| Fire protection? | | | | X |
| Police protection? | | | | X |
| Schools? | | | | X |
| Parks? | | | | X |
| Other public facilities? | | | | X |

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

| | | | | |
|---|---|---|---|---|
| **XIV. 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? | | | | X |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | | | | X |

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

| | | | | |
|---|---|---|---|---|
| **XV. TRANSPORTATION/TRAFFIC —** Would the project: | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | | | | X |
| b) Exceed, either individually or cumulatively, a level of service standard established by the count congestion management agency for designated roads or highways? | | | | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? | | | | X |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | X |
| e) Result in inadequate emergency access? | | | | X |
| f) Result in inadequate parking capacity? | | | | X |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | | X |

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

**XVI. UTILITY AND SERVICE SYSTEMS —** Would the project:

| | | | | |
|---|---|---|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | | | | X |
| 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? | | | | X |
| 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? | | | | X |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | X |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's | | | | X |

| | Potentially significant impact | Less than significant impact with mitigation | Less than significant impact | No impact |
|---|---|---|---|---|
| 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? | | | | X |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | | | | X |

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

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE —**

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

# Affected Environment, Environmental Consequences, and Mitigation Measures

## Physical Environment

### WATER QUALITY AND STORM WATER RUNOFF

#### Regulatory Setting

#### Federal Requirements: Clean Water Act

In 1972 Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Known today as the Clean Water Act (CWA), Congress has amended it 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. Important CWA sections are:

- Sections 303 and 304 require states to promulgate water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity, which may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) 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 objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

USACE issues two types of 404 permits: Standard and General 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 authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. For Standard permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's Section 404 (b)(1) Guidelines (U.S. EPA Code of Federal Regulations [CFR] 40 Part 230), and whether permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with 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 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 standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

**State Requirements: Porter-Cologne Water Quality Control Act**

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge 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 regarding water quality standards in a project area are contained 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. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants, which 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 Pollution Discharge Elimination System (NPDES) Program**

  Municipal Separate Storm Sewer Systems (MS4)

  Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). The U.S. EPA defines an MS4 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 are designed or used for collecting or conveying storm water.” The SWRCB has identified the Department as an owner/operator of an MS4 pursuant to 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, under revision at the time of this update, contains 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 Best Management Practices (BMPs). The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

- **Construction General Permit**

  Construction General Permit (Order No. 2009-009-DWQ), adopted on September 2, 2009, became effective on July 1, 2010. The permit regulates storm water discharges from construction sites which 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 results 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 USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before USACE issues a 404 permit.

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

**Affected Environment**

A Water Quality Assessment Exemption was prepared in December 2012, by qualified Caltrans staff. The proposed project lies within the jurisdiction of the Lahontan RWQCB. The project area is located in the Truckee River Hydrologic Sub-Area (Unit Number 635.20), with the Truckee River being the closest water body. The Truckee River is listed on the 303(d) list for sediment, metal/metalloids and nutrients. Total Maximum Daily Load (TMDL) on the river has been established for sediment/siltation. The LhRWQCB rainy season is from August 1$^{st}$ to October 1$^{st}$ and November 1$^{st}$ to May 1$^{st}$; soil disturbance is not allowed from October 15$^{th}$ through May 1$^{st}$. The project area is also within an area regulated by an Urban Municipal

Separate Storm Sewer Systems (MS4) Phase II Permit issued to the Town of Truckee.

**Environmental Consequences**

Indirect impacts to water quality could occur during construction activities, and may include siltation. Potential water quality impacts will be temporary in nature. The presence of Lahontan cutthroat trout within the project area is lacking, which includes the lack of suitable spawning habitat. The United States Fish and Wildlife Service (USFWS) has concurred that this project may affect but is not likely to adversely affect the Lahontan cutthroat trout. Impacts to aquatic species on this project are unlikely.

**Avoidance, Minimization, and/or Mitigation Measures**

In order to prevent the receiving water from pollution as a result of construction activities and/or operations related to this project, the following recommendations are required:

1. The project shall comply with the requirements of Caltrans Statewide NPDES Permit CAS No. 000003 (Order No. 99-06-DWQ) if constructed by June 30, 2012 and the superseding Order No. 2012-0011-DWQ after July 1, 2013.
2. Comply with the requirements of the NPDES General Permit CAS No. 000002 (Order No. 2009-0009-DWQ, as amended) for General Construction Activities if the total disturbed soil area (DSA) is equal to or greater than 1.0 acre.
3. If the Disturbed Soil Area (DSA) is expected to equal or exceed 1.0 acre, a Caltrans approved SWPPP will be required. The SWPPP specifies the level of temporary pollution control measures for the project. Section 13 of Caltrans 2010 Standard Specifications shall apply and be included in the PS&E to address construction's temporary water pollution control measures. These measures must address soil stabilization, sediment control, tracking control and wind erosion control practices. In addition, at a minimum, the project plans must include non-storm water controls, waste management and material pollution controls.
4. Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required to be incorporated into the PS&E.

5. The project will be regulated by the LhRWQCB through the current Statewide NPDES General Permit.

    a. Caltrans NPDES office will participate in early project design consultation with the Regional Board. Caltrans shall solicit Regional Board staff review during the project's PID, PA&ED and PS&E Milestones. Coordination with Regional Board staff shall be conducted through the District NPDES Coordinator.

    b. Any storm water/urban runoff collection, treatment, and/or infiltration disposal facilities shall be designed, installed, and maintained for the discharge of storm water runoff from all impervious surfaces generated by the 20-year, one-hour design storm within the Truckee River Hydrologic Unit (0.98 inch of rain). Runoff in excess of the design storm generated within the project site shall only be discharged to storm drain or stabilized drainage adequate to convey 100-year, 24-hour flow. If site conditions do not allow for adequate onsite disposal, all site runoff must be treated to meet applicable Effluent Limits and/or Receiving Water Limitations specified in the Basin Plan. The LhRWQCB Executive officer may approve alternative mitigation measures.

    c. Unless granted a variance by the LhRWQCB 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 public health and safety.

    d. In accordance with NPDES General Permit (Order No. 99-06-DWQ) Provision L.2, Caltrans shall comply with all Waste Discharge Prohibitions specified in Section 4.1 and 5.2 of the Basin Plan. A determination should be requested early from LhRWQCB during the design consultation process. If applicable, Caltrans will submit a Request for Exemption to the waste discharge requirements for the applicable floodplain.

## Biological Environment

### NATURAL COMMUNITIES

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation, as necessary. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in the Threatened and Endangered Species section. Wetlands and other waters are discussed in the following section. Fish passage information is included in the Threatened and Endangered Species section.

### Affected Environment

The Natural Environment Study (NES) and Biological Assessment (BA) for this project were completed in September 2012 by qualified biology staff. According to the NES, a total of four natural communities occur in the project area. The Truckee River Bridge location contains the following natural communities within the immediate project area: eastside pine forest, montane riparian, and riverine. The Donner Lake UC location only contains the Jeffery pine forest as its natural community of surrounding environment. These natural communities are discussed below.

Eastside pine forest in this area is dominated by Ponderosa pine and narrow strips of montane riparian along the Truckee River. Common understory shrubs include large sagebrush, antelope bitter brush, tobacco brush, rubber rabbit brush, mountain mahogany, and cream brush oceanspray. Prominent herbaceous plants like mule ears, arrowleaf balsamroot, and more occur in this natural community as well. Wildlife species observed includes critters like the western fence lizard, bats, coyotes, raccoon, and mule deer. Birds observed include Steller's jay, cliff swallow, mountain chickadee, American dipper, spotted towee, and a song sparrow.

Montane riparian also occurs in the project area and is located adjacent to the water body, in this case the Truckee River. The narrow strips of montane riparian consist of the following plant species: Pacific willow, some alder, and sparse black cotton wood. Understory shrubs include chokecherry, blackcap raspberry, Wood's rose, and creek dogwood. Riparian zones are important to the ecological function of stream systems; they provide bank stability, wildlife habitat, nutrient cycling, and lower water temperatures.

Riverine basically consists of habitat within a river. Underneath the Lower Truckee River's rushing water is rubble and large boulders with an average flow of 500 cubic feet per second, according to the Farad USGS gauge one mile downstream, which means this river flows fast. Many species of insect eating birds (for example swallows, swifts or flycatchers), hunt their prey over the water. Common mammals found in riverine habitats include mink, muskrat, and beaver. The woody debris that accumulates in the river increases the amount and quality of hydraulic habitat types; it also increases sediment storage, improves nutrient cycling and provides refuge from predators and high flow events. There are not any high-velocity riffle runs in or near the project area, therefore suitable fish spawning habitat is not present.

Jeffery pine forest occurs on relatively xeric (relatively dry) sites in mountains and plateaus. The tree canopy is open and is predominately Jeffery pine. The shrub and herbaceous layers consist of greenleaf manzanita, snowbrush, squaw carpet, deerbrush, mule ears, and lupine. Jeffery pine provides a vital source and nesting cover for an abundance of wildlife.

**Environmental Consequences**

The eastside pine forest will not be impacted as the project's construction will not occur in that natural community. The montane riparian and riverine natural communities will be temporarily impacted during construction of the project. The Jeffery pine natural community, at the Donner Lake UC location will have minimal temporary impacts to complete the bridge work. Fish spawning habitat and fish passage will not be affected by the project.

**Avoidance, Minimization, and/or Mitigation Measures**

In order to avoid potential impacts to the natural communities, the removal of native vegetation will be confined to the minimal area necessary to facilitate construction activities. No trees or vegetation are proposed for removal at the Donner Lake UC and staging is confined to the existing disturbed area. All disturbed soil areas will be restored to their original condition, as nearly as possible.

## WETLANDS AND OTHER WATERS

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. includes 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 the U.S. Army of Engineers (USACE) with oversight by the United States Environmental Protection Agency (U.S. EPA).

USACE issues two types of 404 permits, Standard and General 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 authorize a variety of minor project activities with no more than minimal effects.

There are two types of Standard permits: Individual permits and Letters of Permission. Ordinarily, projects that do not meet the criteria for a Nationwide Permit may be permitted under one of USACE's Standard permits. 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 Code of Federal Regulations [CFR] Part 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines were developed by the U.S. EPA in conjunction with 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 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.

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 the California Department of Fish and Wildlife (CDFW), the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or Tahoe Regional Planning Agency) 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. The RWQCB also issues water quality certifications for impacts to wetlands and waters in compliance with Section 401 of the CWA. Please see the Water Quality section for additional details.

**Affected Environment**

The NES and BA for this project were completed in September 2012 by qualified biology staff. According to the NES, the Truckee River is a Waters of the US and falls under the jurisdiction of the USACE. However, there are no wetlands present in within the study areas.

The Truckee River originates at an elevation of approximately 9,000 feet in the Tahoe Basin of the Sierra Nevada mountain range and ends at 3,810 feet elevation into Pyramid Lake, located in the state of Nevada. From Lake Tahoe to Pyramid Lake, the River travels 105 miles, drops 1756 feet in just 56.5 miles, and has a average gradient of 19 ft/mi. The natural hydrology is dominated by spring snowmelt peak flows and wet weather in May. Intense rain and rain-on-snow events can also bring on high-magnitude short-duration peaks at various times of the year, although they rarely occur between July and September. In general, river flows are also influenced by forces such as multiple flood control features, hydroelectric generation project, water storage reservoirs, and municipal diversions.

### Environmental Consequences

The only work proposed on the Truckee River Bridge which is below the Ordinary High Water Mark is the installation of the temporary pier support structure. Less than 0.05 acres of waters of the U.S. will be temporarily impacted by the project due to the construction of the temporary support structure around the pier in the river. There are no water bodies traveling under or directly near the Donner Lake UC.

### Avoidance, Minimization, and/or Mitigation Measures

The following permits will be required for the project: USACE Nationwide 404 Permit, CDFW 1602 Streambed Alteration Agreement, and LhRWQCB 401 Water Quality Certification. These permits are required for the work proposed at the Truckee River Bridge location.

## PLANT SPECIES

### Regulatory Setting

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

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

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

### Affected Environment

The NES and BA for this project were completed in September 2012 by qualified biology staff. There are no sensitive plant species within the project area.

### Environmental Consequences

Because there are no sensitive plant species within the project area, there will be no impact.

### Avoidance, Minimization, and/or Mitigation Measures

Because there are no sensitive plant species, there are no measures necessary.

## ANIMAL SPECIES

### Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The US Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Section, after this section. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act (NEPA)
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

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

### Affected Environment

The NES and BA for this project were completed in September 2012 by qualified biology staff. Cliff swallows are protected by the MBTA and were observed nesting on the bridge piers near the bent caps on Truckee River Bridge. Cliff swallows were observed on the Donner Lake UC as well.

### Environmental Consequences

Because Caltrans will implement avoidance and minimization measures for species protected by the MBTA, impacts to these species will be avoided. Before construction work starts on the bridges, the birds will be excluded.

### Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Special Provision (SSP) Caltrans SSP 14-6.03, shall be implemented with the project:

If construction activities begin during the anticipated nesting dates for migratory birds, February 15 through August 31, exclusion devices must be installed prior to the nesting season. A qualified biologist must inspect the project area no more than 15 days prior to and throughout the performance of general construction activities to ensure migratory birds or their occupied nests, are not present. When evidence of migratory birds, or their occupied nests, is discovered and they may be adversely affected by construction activities, the Contractor will be directed to immediately stop work and notify the resident engineer.

## THREATENED AND ENDANGERED SPECIES

### Regulatory Setting

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

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

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone

established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

**Affected Environment**

The NES and BA for this project were completed in September 2012 by qualified biology staff. Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*) or LCT, are listed as “threatened” under the Federal Endangered Species Act (FESA).

Pyramid Lake is the terminus of the Truckee River and is home of LCT. The LCT species was introduced into Pyramid Lake in the 1950’s after the native sub-species, the Pyramid Lake Cutthroat Trout, became extinct in the 1940’s. The current distribution and abundance of LCT in the lower Truckee River is a dependant on the following factors: habitat quality and quantity, presence of non-native fish species, water quality, flow regimes, and structural barriers to fish passage. Currently, there are approximately 17 structural barriers to fish in the Truckee River between the Washoe/Highland Diversion Dam and Pyramid Lake, which all significantly limit the movement of LCT. The Washoe/Highland dam, about 12 miles downriver from the project area, and the historic Derby Dam, about 45 miles downriver, are two of these fish passage barriers that significantly reduce the likelihood of LCT presence in the project area. Due to lack of quality and quantity of spawning habitat below Derby Dam, there are still no self-sustaining LCT populations that spawn upriver from Pyramid Lake. Critical habitat has not been designated for LCT within the Truckee River Watershed as self-sustaining populations are not present in the Lower Truckee River.

Caltrans has consulted with USFWS for Section 7 consultation and has concluded with a may affect but not likely to adversely affect the LCT determination.

**Environmental Consequences**

The LCT is a federally listed threatened fish species that is not likely to occur in the project area. Because the project will require construction of a temporary support structure and diversion of the Truckee River, the proposed project may affect but is not likely to adversely affect the LCT.

**Avoidance, Minimization, and/or Mitigation Measures**

The following avoidance and minimization measures will be implemented to minimize impacts to the LCT and will be included in Caltrans SSP 14-6.02:

- Limit the area of temporary impacts to approximately 0.05 acres in the mainstream of the Truckee River associated with bridge repairs.

- Design the proposed temporary cofferdam or other temporary diversion structure to avoid impeding the movement of fish around the work area
- Dewater slowly and deliberately to prevent mortality of trout as well as other aquatic species.
- Work windows will be established as necessary in coordination with the USFWS and CDFW to include seasonal low-flow for dewatering and in-stream work.
- Implement Best Management Practices (BMPs) to comply with Lahontan RWQCB water quality measures and measures required by the USFWS and CDFW.

## INVASIVE SPECIES

### Regulatory Setting

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

### Affected Environment

The NES and BA for this project were completed in September 2012 by qualified biology staff. The affected environment at both bridge locations is predominately ruderal roadside vegetation with gravel shoulder backing and sand from highway maintenance application. Ruderal vegetation refers to plants that colonize in disturbed locations. The species of plants that grow along roadsides varies greatly due to the need for adaptive characteristics, such as, seed dispersal, seed dormancy and germination, vegetative growth rate, and rapid reproduction. No established infestations of noxious weeds were detected within the project’s Environmental Study Limits (ESL). Noxious weeds are plants that are considered threats to native species and difficult to control or eradicate.

### Environmental Consequences

The amount of disturbance that will result from project construction is relatively limited; construction related habitat changes which might increase noxious weed growth will be minor. No plant species on the California list of invasive species are

used by Caltrans for erosion control. All equipment and materials will be inspected for the presence of invasive species prior to any type of work.

**Avoidance, Minimization, and/or Mitigation Measures**

The following avoidance and minimization measures will be required:

- In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.
- To minimize risk of introducing additional non-native species into the area, only native plant species appropriate for the project area will be used in any erosion control or re-vegetation seed mix or stock.

# Comments and Coordination

## Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and helps to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project were accomplished through formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and the 30-day public notice comment period for the Draft Environmental Document (DED). This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

## Comments

The Draft Initial Study with a proposed Negative Declaration was circulated to the public for a 30-day review time from August 22, 2013 to September 20, 2013. During that circulation period, Caltrans received one comment via email on September 3, 2013 from the LhRWQCB. Caltrans also received a blanketed response back from the State Clearing House (SCH) stating that they received no comments on the project.

### *Response to Comment Letter #1: LhRWQCB*

Thank you for your comments on the Truckee River Bridge and Donner UC scour treatment project. As planned, Caltrans will ensure that the work is done using appropriate BMP's in accordance with Board Order No. 2012-0011-DWQ and the Caltrans Storm Water Management Plan (SWMP). It is correct to assume that both the USACOE 404 Permit and Section 401 Water Quality Certification will be implemented into the project. Additionally a 1602 Permit from the USFWS will be required. Those permits/certificates are referenced on "page iii" in the summary page.

**From:** Amorfini, Bud@Waterboards
**To:** Ritter, Marguerite H@DOT
**Subject:** Truckee River Bridge and Donner Lake Undercrossing Scour Treatment (SCH# 2013082069)
**Date:** Tuesday, September 03, 2013 10:50:44 AM

---

Maggie,

Thank you for providing to the Lahontan Water Board the draft Negative Declaration for the above-referenced project. We have no comments on the Donner Lake Undercrossing portion of the project, except that Caltrans must ensure the work is conducted using appropriate BMPs in accordance with the Board Order No. 2012-0011-DWQ and the Caltrans Storm Water Management Plan (SWAMP).

The project description indicates that various activities, potentially over water, will be conducted on the Truckee River Bridge and some stream channel work will be done. Again all work in this area must be conducted using appropriate BMPs in accordance with the Board Order No. 2012-0011-DWQ and the Caltrans Storm Water Management Plan (SWAMP). The project description did not provide any details on the nature of the stream channel work. With no other information at this time, we assume that an Army Corps of Engineering Section 404 permit will be required for the project. Additionally, a Section 401 Water Quality Certification (WQC) and floodplain waste discharge exemption will be required from the Lahontan Water Board. Information and application forms for the WQC and associated floodplain exemption may be found at

http://www.waterboards.ca.gov/lahontan/water_issues/programs/clean_water_act_401/index.shtml
.

If you have any questions, please contact me at your convenience.

Bud Amorfini
Engineering Geologist, QSD
Lahontan Water Board
2501 Lake Tahoe Blvd.
South Lake tahoe, 96150
Ph# - 530-542-5463
bamorfini@waterboards.ca.gov

STATE OF CALIFORNIA

# GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 23, 2013

Maggie Ritter
California Department of Transportation, District 3
703 B Street
Marysville, CA 95901

Subject: Truckee R. Br and Donner Lake UC Bridge Scour Treatment
SCH#: 2013082069

Dear Maggie Ritter:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on September 20, 2013, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# Document Details Report
# State Clearinghouse Data Base

**SCH#** 2013082069
**Project Title** Truckee R. Br and Donner Lake UC Bridge Scour Treatment
**Lead Agency** Caltrans #3

---

**Type** **Neg** Negative Declaration

**Description** This project is located in Nevada County on I-80 at post mile 9.13 and 28.0-28.1. The purpose of the project is to rehabilitate the supporting structures of the bridge by repairing bent caps, replacing seismic sher blocks, and replacing seismic restrainer cables on both the Truckee River Bridge (#17-0063 R/L) and the Donner Lake UC (#17-0076). This project is needed because the spalled and fractured areas of the bridge bents require ongoing maintenance and repairs in order to maintain the structural integrity of the bridge.

---

## Lead Agency Contact

**Name** Maggie Ritter
**Agency** California Department of Transportation, District 3
**Phone** 530 741 4535 **Fax**
**email**
**Address** 703 B Street
**City** Marysville **State** CA **Zip** 95901

---

## Project Location

**County** Yuba
**City** Marysville
**Region**
**Lat / Long**
**Cross Streets** Floriston
**Parcel No.**
**Township** **Range** **Section** **Base**

---

## Proximity to:

**Highways** Hwy 80
**Airports**
**Railways** UPRR
**Waterways** Truckee River
**Schools**
**Land Use** open space and forestry

---

**Project Issues** Biological Resources; Water Quality

---

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

---

**Date Received** 08/22/2013 **Start of Review** 08/22/2013 **End of Review** 09/20/2013

## Summary of Avoidance, Minimization, and/or Mitigation Measures

The following is a summary of all of the environmental commitments required for the project. This summary section was added to the Final Environmental Document for continuity. Please adhere to the following commitments:

Water Quality

1. The project shall comply with the requirements of Caltrans Statewide NPDES Permit CAS No. 000003 (Order No. 99-06-DWQ) if constructed by June 30, 2012 and the superseding Order No. 2012-0011-DWQ after July 1, 2013.
2. Comply with the requirements of the NPDES General Permit CAS No. 000002 (Order No. 2009-0009-DWQ, as amended) for General Construction Activities if the total disturbed soil area (DSA) is equal to or greater than 1.0 acre.
3. If the Disturbed Soil Area (DSA) is expected to equal or exceed 1.0 acre, a Caltrans approved SWPPP will be required. The SWPPP specifies the level of temporary pollution control measures for the project. Section 13 of Caltrans 2010 Standard Specifications shall apply and be included in the PS&E to address construction's temporary water pollution control measures. These measures must address soil stabilization, sediment control, tracking control and wind erosion control practices. In addition, at a minimum, the project plans must include non-storm water controls, waste management and material pollution controls.
4. Caltrans' Storm Water Management Plan (SWMP), Project Planning and Design Guide (PPDG) Section 4, and Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required to be incorporated into the PS&E.
5. The project will be regulated by the Lahontan Regional Water Quality Control Board (LHRWQCB through the current Statewide NPDES General Permit.
    a. Caltrans NPDES office will participate in early project design consultation with the Regional Board. Caltrans shall solicit Regional Board staff review during the project's PID, PA&ED and PS&E Milestones. Coordination with Regional Board staff shall be conducted through the District NPDES Coordinator.
    b. Any storm water/urban runoff collection, treatment, and/or infiltration disposal facilities shall be designed, installed, and maintained for the discharge of storm water runoff from all impervious surfaces generated by the 20-year, one-hour design storm within the Truckee

River Hydrologic Unit (0.98 inch of rain). Runoff in excess of the design storm generated within the project site shall only be discharged to storm drain or stabilized drainage adequate to convey 100-year, 24-hour flow. If site conditions do not allow for adequate onsite disposal, all site runoff must be treated to meet applicable Effluent Limits and/or Receiving Water Limitations specified in the Basin Plan. The LHRWQCB Executive officer may approve alternative mitigation measures.

c. Unless granted a variance by the Lahontan RWQCB (LHRWQCB) 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 public health and safety.

d. In accordance with NPDES General Permit (Order No. 99-06-DWQ) Provision L.2, Caltrans shall comply with all Waste Discharge Prohibitions specified in Section 4.1 and 5.2 of the Basin Plan. A determination should be requested early from LHRWQCB during the design consultation process. If applicable, Caltrans will submit a Request for Exemption to the waste discharge requirements for the applicable floodplain.

<u>Biology</u>

Natural Communities

- In order to avoid potential impacts to the natural communities, the removal of native vegetation will be confined to the minimal area necessary to facilitate construction activities. No trees or vegetation are proposed for removal at the Donner Lake UC and staging is confined to the existing disturbed area. All disturbed soil areas will be restored to their original condition as nearly as possible.

Wetlands and other Waters

- The following permits will be required for the project: USACE Nationwide 404 Permit, CDFW 1602 Streambed Alteration Agreement, and Lahontan RWQCB 401 Water Quality Certification. These permits are required for the work proposed at the Truckee River Bridge location.

Animal Species

- Use <u>Caltrans SSP 14-6.03</u>: If construction activities begin during the anticipated nesting dates for migratory birds, February 15 through August 31, exclusion devices must be installed prior to the nesting season. A qualified

biologist must inspect the project area no more than 15 days prior to and throughout the performance of general construction activities to ensure migratory birds or their occupied nests, are not present. When evidence of migratory birds, or their occupied nests, is discovered and they may be adversely affected by construction activities, the Contractor will be directed to immediately stop work and notify the resident engineer.

Threatened and Endangered Species

The following avoidance and minimization measures will be implemented to minimize impacts to the LCT and will be included in Caltrans SSP 14-6.02:

- Limit the area of temporary impacts to approximately 0.05 acres in the mainstream of the Truckee River associated with bridge repairs.
- Design the proposed temporary cofferdam or other temporary diversion structure to avoid impeding the movement of fish around the work area
- Dewater slowly and deliberately to prevent mortality of trout as well as other aquatic species.
- Work windows will be established as necessary in coordination with the USFWS and CDFW to include seasonal low-flow for dewatering and in-stream work.
- Implement Best Management Practices (BMPs) to comply with Lahontan RWQCB water quality measures and measures required by the USFWS and CDFW.

Invasive Species

- In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.
- To minimize risk of introducing additional non-native species into the area, only native plant species appropriate for the project area will be used in any erosion control or re-vegetation seed mix or stock.

# List of Preparers

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

**Maggie Ritter**, Associate Environmental Planner; Contribution: Environmental Document preparer, coordination of studies, and preparer of miscellaneous studies

**Suzanne Melim**, Senior Environmental Planner; Contribution: Environmental Branch Chief

**Cassandra Evenson**, Associate Environmental Planner; Contribution: Natural Environmental Study (NES)

**Chris Igbinedion**, Transportation Engineer and National Pollutants Discharge Elimination System (NPDES) Storm-water Coordinator; Contribution: Water Quality Assessment (WQA)

**Saied Zandian**, Transportation Engineer (Noise and Air Quality); Contribution: Noise Assessment and Air Quality Assessment

**Sharon Tang**, Transportation Engineer; Contribution: Air Quality Assessment

**Alicia Beyer**, Civil Engineer (Hazardous Waste/Materials); Contribution: Initial Site Assessment (ISA)

**Erin Dwyer**, Associate Environmental Planner (Cultural Resources); Archaeological Resource Compliance Report (ARCR)

**Joan Fine**, Associate Environmental Planner (Architectural History); Contribution: Historical Resources Compliance Report (HRCR)

**Robert Floyd**, Transportation/Civil Engineer; Contribution: Design Engineer

**Gurdeep Bhattal**, Hydraulic Engineer; Contribution: Floodplain Hydraulic Study

**David Lamb**, Transportation/Civil Engineer; Contribution: Project Engineer

**Timothy Powell,** Transportation/Civil Engineer; Contribution: Structures Engineer