

Maintenance Stations Improvement

Woodfords Maintenance Station, Caples Lake Maintenance Station and West Point Maintenance Station

10-ALP-88/CAL-26-Var

SCH Number 2019129003

ID 1018000079/EA 10-1J010

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation

January 2020



The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration for the proposed project located in Alpine and Calaveras County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study/Draft Environmental Assessment was circulated to the public for 30 days between December 2, 2019 and January 6, 2020. Comments received during this period are included in Appendix D. Additional copies of this document and the related technical studies are available for review at Caltrans' District 10 office, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. This document may be downloaded electronically at the following website: <https://dot.ca.gov/caltrans-near-me/district-10/district-10-current-projects/Maintenance-Stations-Improvements-Project>.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Scott Guidi, Northern San Joaquin Valley Environmental Management Branch 2, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205; (209) 948-7873, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

District 10-ALP-88/CAL 26-VAR
SCH No. 2019129003
10-1J010/1018000079

Construct canopies over fuel stations at three maintenance stations along
State Route 88 in Alpine County and State Route 26 in Calaveras County

**INITIAL STUDY
with Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation



Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

1-24-2020

Date

Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct a canopy structure to provide coverage during adverse weather conditions for the fuel tanks at the following maintenance stations: Woodfords Maintenance Station (Facility Number 31M3725), Caples Lake Maintenance Station (Facility Number 31M5730), and West Point Maintenance Station (Facility Number 30M5727). The project would construct canopy structures and foundations at the three maintenance station locations, remove and replace guard posts, and install light fixtures.

The project locations were identified on the Cortese List as sites with leaking underground storage tanks. Caltrans determined that an Initial Study should be prepared to adequately satisfy the CEQA requirements for Cortese List sites.

Determination

The draft environmental document was circulated for public review and comment. All comments have been considered, and Caltrans has identified a build alternative and has made the final determination of the project's effect on the environment. Under CEQA, no unmitigable significant adverse impacts were identified, so Caltrans has prepared a Negative Declaration.

The project would have no effect on: aesthetics; agriculture and forestry; air quality; cultural resources; geology and soils; biological resources; tribal cultural resources, hydrology and water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; transportation and traffic; utilities and service systems.

The project would have a "less than significant effect" on hazardous waste and materials.



Philip Vallejo
Environmental Office Chief, North
California Department of Transportation

1-24-2020

Date

Section 1 Project Description and Background

1.1 Project Title

Maintenance Stations Improvement

1.2 Project Location

Caltrans proposes to construct canopy structures to cover fuel stations at three existing maintenance stations in Alpine County and Calaveras County:

- Caples Lake Maintenance Station (Facility Number 31M5730) on State Route 88, about 2.2 miles from the Alpine County line.
- Woodfords Maintenance Station (Facility Number 31M3725) on State Route 88, about 18.94 miles from the Alpine County line.
- West Point Maintenance Station (Facility Number 30M5727) on State Route 26, about 34.62 miles from the Calaveras County line.

See Figures 1 through 4, which show maps of the project area and the maintenance facilities locations.

Each of the maintenance stations is a fully paved and developed facility that houses structures, equipment, vehicles, and materials.

Figure 1 Project Vicinity Map

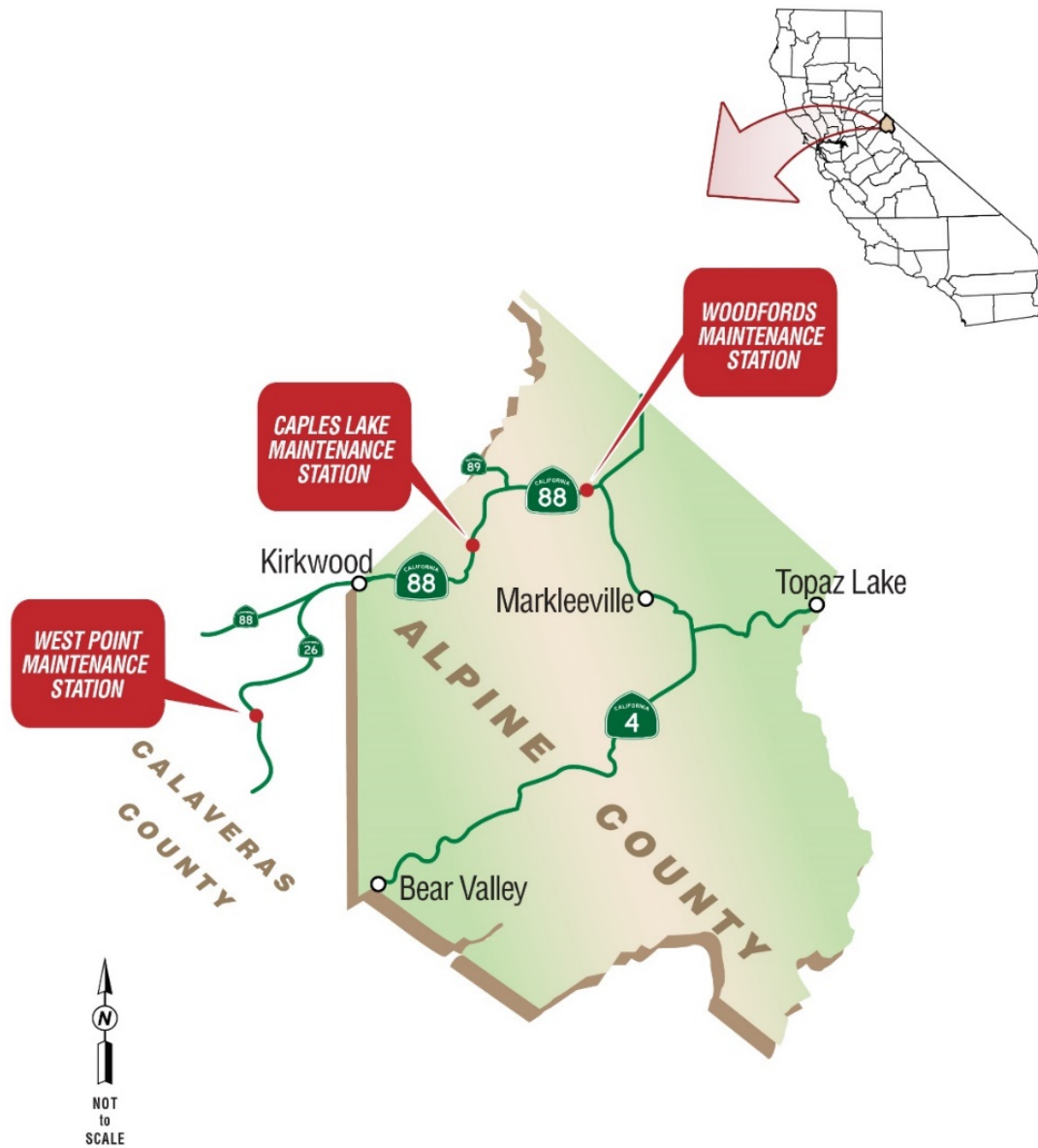


Figure 2 Woodfords Maintenance Station

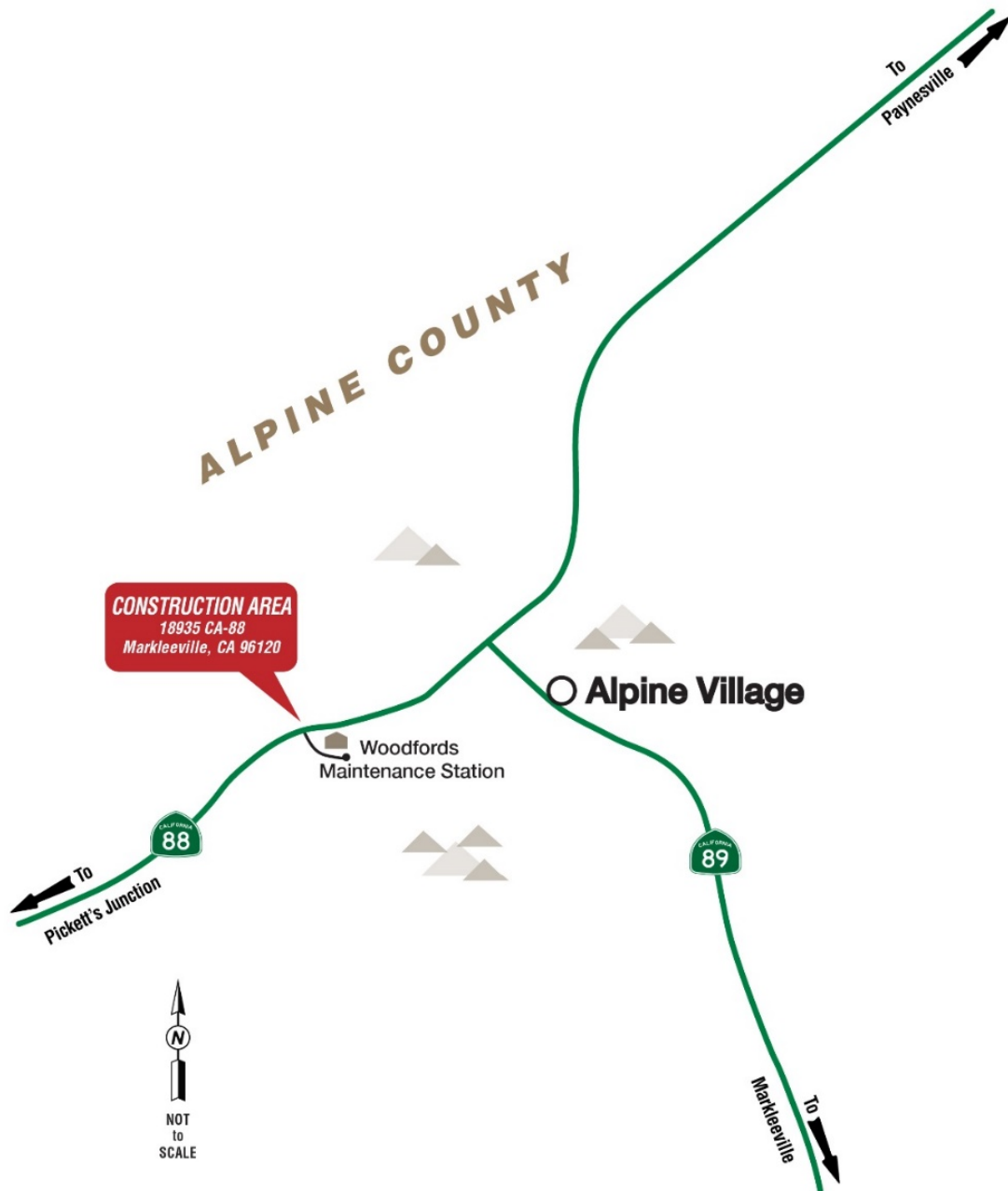


Figure 3 Caples Lake Maintenance Station



Figure 4 West Point Maintenance Station



1.3 Description of Project

Caltrans proposes to construct canopy structures to cover the fueling stations at the Woodfords Maintenance Station (Facility Number 1M3725), Caples Lake Maintenance Station (Facility Number 31M5730), and West Point Maintenance Station (Facility Number 30M5727). The project would also construct the foundations for the canopies. The project would remove and replace guard posts and install light fixtures at all three sites.

Project construction activities would occur only at the existing maintenance stations and would not affect traffic on nearby roads or highways. The project would not require construction access roads or staging points that would interrupt the traffic flow.

Caples Lake is in U.S. Forest Service land, so project activities would require a special-use permit and permanent construction easements for work to occur on federally owned lands.

The project development team has recommended the Build Alternative as the preferred alternative to move forward to final design.

1.4 Surrounding Land Uses and Setting

The three maintenance stations—two along State Route 88 in Alpine County and one on State Route 26 in Calaveras County—sit mostly in wilderness and undeveloped recreation areas, though the West Point maintenance station is surrounded by a small residential area with an elementary school to the east and small commercial operations to the west.

1.5 Other Public Agencies Whose Approval is Required

Table 1 summarizes the permits required for the project by respective agencies, the permit required and permit status.

Table 1 Expected Permits Required for Project Construction

Agency	Permit/Approval	Status
U.S. Forest Service	Special-use Permit for Caples Lake Maintenance Station	An application for the special-use permit will be submitted during the design phase of the project

Section 2 CEQA Environmental Checklist

2.1 CEQA Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA impacts. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best management practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are an integral part of the project, and have been considered prior to any significance determinations documented below.

2.1.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

a-d) No Impact—The project would construct a canopy structure at three maintenance stations and work would be conducted within the limits of the Maintenance Station. There would be minimal ground disturbance and the improvements would not constitute a visual impact in the area, nor would the project add any source of light or glare.

Reference: California Scenic Highway Mapping System. 2018. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

2.1.2 Agriculture and Forest Resources

CEQA Significance Determinations for Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d) Result in the loss of forest land or conversion of forest land to non-forest use?
- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

a-e) No Impact—The project is in a non-agricultural area and no forest land, Prime Farmland, Unique Farmland, Farmland of Statewide importance, or land under Williamson Act contract exists or would be affected by the project.

2.1.3 Air Quality

CEQA Significance Determinations for Air Quality

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

Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) 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?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

a-d) No Impact—The project is exempt from air conformity under 40 Code of Federal Regulations 93.126 Table 2, Exempt Projects Reconstruction or Renovation of Transit Buildings and Structures. Construction activities would involve the use of construction equipment and asphalt paving, which have characteristic odors. The project would be required to comply with Caltrans Standard Specification Section 14-9.02, which requires compliance with air pollution control. Odors would have no effect on a substantial number of people because construction activities would be limited to the maintenance station property.

2.1.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

a-f) No Impact—The project would have no effect on any of the biological species on the U.S. Fish and Wildlife Service and National Marine Fisheries Service species lists (No Effect Memorandum, 2018). Caltrans 2018 Standard Specification and/or Standard Special Provisions Section 14-6.03(B) (Bird Protection) would be implemented. During construction, environmental and construction/engineering staff would ensure that the commitments contained in the Environmental Commitments Record (see Appendix A) are fulfilled.

2.1.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

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

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

a-c) No Impact—It has been determined the project would not affect cultural resources, therefore no historic properties would be affected per Section 106. (Historic Property Survey Report, 2019).

2.1.6 Energy

CEQA Significance Determinations for Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact—Best management practices would be used to reduce gasoline use on construction sites. In addition, LED lights would be used to reduce lighting energy and greenhouse gas effects on the environment.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The project would not cause any significant operational increase in the use of nonrenewable energy, nor should it reduce energy efficiency. Best management practices would be used, including limiting idling of construction vehicles to five minutes and utilizing recycled materials to offset energy use.

2.1.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

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

a-f) No Impact—The project locations do not show signs of substantial erosion or landslide activity and have no indication of high rates of erosion, slope failures, or unstable geology.

2.1.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

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

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

a-b) Less Than Significant Impact—While the project would result in a small amount of greenhouse gas emissions during construction, it would not result in an increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the Climate Change memorandum.

2.1.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

a-b) No Impact—The project is not expected to result in a release of hazardous materials into the environment. (Preliminary Site Investigation)

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact—West Point Elementary School (54 Bald Mountain Road, West Point, California 95255) is within 0.25 mile of the project area. However, the

scope of work at the West Point Maintenance Station is limited to the site itself. Completion of the work is not expected to result in the release of hazardous emissions or acutely hazardous materials, substances, or waste.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact—Based on a review of the State Water Resources Control Board GeoTracker database, two underground storage tanks were found in the project vicinity. Construction work would avoid these underground storage tanks. However, since the project is in a Cortese List site, there would be a less than significant impact on hazardous materials sites with implementation of standard measures.

Hazardous Waste

Regulatory Setting

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

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

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

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

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

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

Affected Environment

A Preliminary Site Investigation was conducted in June 2019 to check for hazardous materials in the project area. The Preliminary Site Investigation included soil sampling at all three project locations (Woodfords Maintenance Station, Caples Lake Maintenance Station, and West Point Maintenance Station). Four borings were performed. The samples were then evaluated for metals and petroleum hydrocarbons.

Woodfords Maintenance Station

One sample at this location indicated elevated levels of mercury at 23 milligrams per kilogram, which is greater than the total threshold limit concentration of 20 milligrams per kilogram. When reanalyzed for total mercury, the sample was less than the laboratory reporting limit of 0.10 milligram per kilogram. Using the California method (WET method) for solubility, the sample indicated mercury at 0.0014 milligrams per liter, less than the threshold of 0.2 milligram per liter. Therefore, the soil would not be considered “California-hazardous” based on mercury content.

All other metal concentrations in the soil at this location generally fell into the range of naturally occurring background levels. Petroleum hydrocarbons at this location were detected in the soil at concentrations below the residential and commercial/industrial land use environmental screening levels. During the sampling, there were no obvious indicators of petroleum hydrocarbon contamination.

Caples Lake Maintenance Station

Metals in the soil at this location generally fall into the range of naturally occurring background levels and would not be classified as California-hazardous. Petroleum hydrocarbons were detected in the soil at concentrations up to above the residential land use environmental screening level, and the construction worker exposure environmental screening levels, but less than the commercial/industrial land uses environmental screening levels. During the sampling, there were no obvious indicators of petroleum hydrocarbon contamination.

West Point Maintenance Station

Metals in the soil at this location generally fall into the range of naturally occurring background levels and would not be classified as California-hazardous. Petroleum hydrocarbons were detected in the soil at concentrations below the residential and commercial/industrial land use environmental screening levels. During the sampling, there were no obvious indicators of petroleum hydrocarbon contamination.

Environmental Consequences

The three project locations are known as leaky underground storage tank sites associated with a historical release of hazardous materials or wastes. All three sites have been remediated, and the regulatory cases have been closed. Subsequent soil testing in June 2019 indicated that metals in the soil material at all three locations were below regulatory limits or generally fell within the range of naturally occurring background levels. Therefore, no special handling of the excavated soil with respect to metals is anticipated during construction. Based on laboratory analysis results, no special handling of excavated soil material with respect to petroleum hydrocarbons is anticipated during construction, and the material can be disposed of at an accepting disposal facility. The result of the Preliminary Site Investigation found lead and chemicals at non-hazardous levels.

If obvious petroleum hydrocarbon-impacted soil conditions are encountered during construction excavations, these materials would be isolated, stockpiled and characterized to determine appropriate soil disposal options.

No avoidance, minimization and mitigation measures are required for Hazardous Waste.

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 or excessive noise for people residing or working in the project area?

No Impact—There are no airports or airstrips in the project vicinity.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact—The project scope would be limited to the maintenance stations. Therefore, the project would not interfere with any emergency response plans.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact—The project areas are not designated as wildlands fire hazard zones. There would be no impact to the surrounding wildland area.

2.1.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

No Impact—The project scope entails building canopies over existing pavements, and construction activities would not affect existing drainage.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact—The project would have no effect on groundwater supplies or groundwater recharge areas in the project vicinity.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv) Impede or redirect flood flows?

c.i-iv) No Impact—The project would not affect existing drainage or result in increased water runoff. The project would not result in an increase of pollutant-generating impervious surfaces.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact—None of the three project sites are located within a 100-year floodplain.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact—The project scope entails building canopies over existing pavements, so it would not affect a water quality control plan or sustainable groundwater plan.

2.1.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact—The project scope is limited to the maintenance stations area and therefore would not affect existing neighborhoods.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. —The project would not conflict with any applicable land use plan, policy, or regulation of the City of West Point Community Plan (Calaveras Community Action Plan, 2009) or the Alpine County General Plan (Alpine County 2007).

(Reference: Alpine County General Plan 2017. Available: www.alpinecountyca.gov/DocumentCenter/View/51)

(Calaveras Community Action Plan. Retrieved May 30, 2019. Available: <http://calaverascap.com/CommunityVision/WestPoint/WPIntro-Vision-Principles.pdf>.)

2.1.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

a-b) No Impact—There are no documented mineral resources within the project limits.

2.1.13 Noise

CEQA Significance Determinations for Noise

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Impact—The project would not cause a permanent substantial increase in ambient noise level (12 decibels or more, A-weighted) above existing conditions. Construction noise would be temporary and minimized per Caltrans' Standard Specifications and best management practices; therefore, there would be no permanent noise impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?

No Impact—The project was determined not to be a Type 1 project per 23 Code of Federal Regulations 772 because the project would not increase the capacity of the highway; therefore, a noise study is not required.

c) For a project located within the vicinity of a private airstrip or 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?

No Impact—There are no airports or airstrips within the project vicinity, so there would be no impact.

2.1.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

a-b) No Impact—The project would build canopy structures, so it would have no impact on existing residences or population growth.

2.1.15 Public Services

CEQA Significance Determinations for Public Services

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

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

No Impact—Because the project would construct canopy structures at existing maintenance stations, the project would not impact fire and police protection, schools, parks or other public facilities in the project area, nor trigger the need for new government facilities or alter the demand for public services.

2.1.16 Recreation

CEQA Significance Determinations for Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

a-b) No Impact—The project is limited to the locations of the existing maintenance stations and would not affect the use of existing parks or other recreational facilities.

2.1.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

No Impact—The project is limited to the maintenance stations and is not anticipated to result in traffic impacts. It does not conflict with any plans, ordinances, or policies related to the local circulation system.

2.1.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

a-b) No Impact—There are no tribal cultural resources near or within the project study area, so the project would have no impact on any tribal cultural resources.

2.1.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact—The project would not generate the need for additional wastewater treatment facilities or new stormwater drainage facilities.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

b-e) No Impact—The project would not result in substantial demands for solid waste disposal and would comply with federal, state, and local statutes regarding solid waste.

2.1.20 Wildfire

CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities)

that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

a-d) No Impact—None of the three project areas is designated as a very high fire hazard severity zone, according to the California Department of Forestry and Fire Protection.

2.1.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact—The project would have no effect on the state and federally listed species in the California Department of Fish and Wildlife and National Oceanic and Atmospheric Administration fisheries species lists. (Refer to the *No Effect Memo* for a list of species.)

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.)

No Impact—The project involves building canopies for fuel stations at maintenance stations. No other projects are proposed in the project study area. There would be no cumulative impacts.

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

No Impact—The project would not have environmental effects that would cause substantial effects on humans, either directly or indirectly.

Appendix A Environmental Commitment Record

This appendix contains a collection of all avoidance and minimization measures for the project. Certain measures are performed as standard practice on all Caltrans jobs, and others are measures that would be combined into the project scope.

Air Quality and Greenhouse Gas

- The construction contractor shall properly tune and maintain construction equipment and vehicles.
- The construction contractor shall minimize idling time to 5 minutes to save fuel and reduce emissions.
- The construction contractor shall maintain all construction equipment in proper working order, according to the manufacturer's specifications. The equipment must be checked by a National Institute for Automotive Service Excellence-certified mechanic and determined to be running in proper condition before it is operated.

Biology

Caltrans 2018 Standard Specification and/or Standard Special Provisions Section 14-6.03(B) Bird Protection would be implemented. The nesting season is February 1 through September 30.

If you find an injured or dead bird or discover migratory or nongame bird nests that may be adversely affected by construction activities, immediately:

1. Stop all work within a 100-foot radius of the discovery
2. Notify the Engineer

The Department investigates the discovery. Do not resume work within the radius of the discovery until authorized.

Hazardous Waste

If obvious petroleum hydrocarbon-impacted soil conditions are encountered during construction excavations, these materials would be isolated, stockpiled and characterized to determine appropriate soil disposal options.

General

Environmental reevaluation will be required if the scope of the project changes to include additional areas or activities, or if unknown cultural or other sensitive resources are discovered. Contact the District 10

Environmental Branch Chief if project changes occur or sensitive resources are discovered.

Appendix B Comments and Responses

The Initial Study with Proposed Negative Declaration was circulated to the public for review and comment from December 2, 2019 to January 6, 2020. Comments received during that period are included in this Appendix. Caltrans published a public notice in the local newspapers, The Minden Record-Courier, Calaveras Enterprise, and Ledger Dispatch, notifying the public of the environmental document's availability and offering the opportunity for a public hearing; no one requested a meeting. Only one comment letter from the California Department of Fish and Wildlife and one public comment were received concerning the draft document. A copy of that letter, Caltrans' response to their comment, and the letter from the State Clearinghouse, appear at the end of this appendix.

Donald Jardine, Telephone Comment received December 6, 2019:
"Extreme support for this project. It's the right way to go."

Response:
Comment has been recorded.

Suzanne Gilmore, California Department of Fish and Wildlife, Email Comment received January 7, 2020:

1. "General Information About this Document. On Page 2 of the PDF file, the background page states to submit comments by November 11, 2019. The State Clearing House transmittal was received on December 2, 2019. Please double check and correct deadlines as appropriate."

Response:
The Environmental document was circulated to the public for review and comment from December 2, 2019 to January 6, 2020, and is available electronically at <https://dot.ca.gov/caltrans-near-me/district-10>

2. "The ND (page 12) refers to a No Effect Memo and Appendix A regarding avoidance and minimization measures to be incorporated into the project. The ND should specify each measure to be implemented without reference to the other documents not included."

Response:
The avoidance and minimization measure have been added to the document's Appendix section. Section 14-6.03B Bird Protection is located in Caltrans standard specification book and would be required on every project to prevent and minimize the impact on migratory birds. Caltrans 2018 standard specification list can also be accessed via the website: <https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications>.

The nesting season is February 1 through September 30.

- If you find an injured or dead bird or discover migratory or nongame bird nests that may be adversely affected by construction activities, immediately:

1. Stop all work within a 100-foot radius of the discovery
2. Notify the Engineer

The Department investigates the discovery. Do not resume work within the radius of the discovery until authorized.

3. "Fish and Game Code sections 3513, 3503, 3503.5 and 3800 provide protection to nongame birds, birds of prey, their nests and eggs. If potential habitat for nesting birds and birds of prey is present within or adjacent to the project area, the ND should disclose all potential activities that may incur indirect impacts as a result of activities. Avoidance and minimization measures such as work windows and/or biological monitoring should be included, if appropriate."

Response:

The reviewer's comment proposes the ND should disclose all potential activities that may incur indirect impacts a result of activities. Indirect impacts, as defined in terms of CEQA, are those effects that are reasonably foreseeable and caused by a project, but occur at a different time or place... and may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

All work will be performed on the premises of the existing Caltrans Maintenance Station facilities. Work will occur on paved areas and no vegetation removal or vegetation disturbance is expected to occur because of the project.

However, the project proposes work on existing structures (existing buildings) that could potentially provide substrates for bird nesting, although based on site visits, these structures are very unlikely to be occupied by nesting birds at any time. At Location 1 (Caples Lake) the proposed new canopy would be constructed partially underneath an existing canopy structure and at Location 2 (West Point) the proposed new canopy structure would be constructed adjacent to an existing out-building for housing electrical equipment.

CFGF Section 3503 states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (or bird of prey Sec 3503.5)

CFGC Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act
CFGC Section 3800 states that it is unlawful to take any nongame bird

Take as defined in CFGC Section 86 means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.

With the implementation of Caltrans 2018 Standard Specification 14-6.03B (Bird Protection) the proposed project is not expected to result in the take of any bird, bird, of prey, or non-game bird or their nests or eggs (direct impacts). The standard spec defines the nesting season as February 1 through September 30.

Because the project occurs entirely on the premises of the existing Caltrans Maintenance Station facilities and because work will occur on paved areas and no vegetation removal or vegetation disturbance is expected to occur, the project cannot be reasonably expected to result growth-inducing effects, or in induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems on or off of the project site (indirect effects). It is not reasonably foreseeable that the project would result in the “take” of birds, birds of prey, or non-game birds at either 1) the project site during the proposed activity, or 2) at a different time or place than the proposed activity.

Subject: Maintenance Station Improvement - Negative Declaration/SCH 2019129003
Date: Tuesday, January 7, 2020 1:37:30 PM

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study with Proposed Negative Declaration (IS/ND) for the Maintenance Stations Improvement Project (Project) [State Clearinghouse No. 2019129003]. The Department is responding to the IS/ND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration (LSA) Agreement (California Fish and Game Code Sections 1600 et seq.) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1). The Department has the following comments:

1. General Information About This Document. On page 2 of the PDF file, the background page states to submit comments by November 11, 2019. The State Clearing House transmittal was received on December 2, 2019. Please double check and correct deadlines as appropriate.
2. The ND (page 12) refers to a *No Effect Memo* and *Appendix A* regarding avoidance and minimization measures to be incorporated into the project. The ND should specify each measure to be implemented without reference to other documents not included.
3. Fish & Game Code sections 3513, 3503, 3503.5 and 3800 provide protection to nongame birds, birds of prey, their nests and eggs. If potential habitat for nesting birds and birds of prey is present within or adjacent to the project area, the ND should disclose all potential activities that may incur indirect impacts as a result of activities. Avoidance and minimization measures such as work windows and/or biological monitoring should be included, if appropriate.

If you should have any questions regarding these comments, please contact me at Suzanne.gilmore@wildlife.ca.gov.

Regards,

Suzanne Gilmore
CDFW, North Central Region (2)
1701 Nimbus Road, Rancho Cordova CA 95670

Appendix C Title VI Policy

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a cursive 'O' and a horizontal line.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

2.2 List of Technical Studies

Air Quality Report, January 2019

Archaeological Reports

- Historic Property Survey Report, February 2019

Biological Reports

- No Effect Memorandum, August 2018

Noise and Water Report, 2019

Hazardous Waste Reports

- Initial Site Assessment, June 2019
- Preliminary Site Investigation, June 2019

Climate Change Reports

- Greenhouse Gas Memorandum, July 2019

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address:
district10publicaffairs@dot.ca.gov