Mammoth Bar Motocross Track Relocation Project

Initial Study/Mitigated Negative Declaration

April 2020

State of California
Department of Parks and Recreation,
Off-Highway Motor Vehicle Recreation Division

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Prepared for:

State of California, Department of Parks and Recreation
Off-Highway Motor Vehicle Recreation Division

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MITIGATED NEGATIVE DECLARATION

Project: Mammoth Bar Motocross Track Relocation

Lead Agency: California Department of Parks and Recreation (CDPR), Off-Highway Motor Vehicle Recreation (OHMVR) Division

Availability of Documents: The Initial Study for this Mitigated Negative Declaration is available for review at:

California State Parks, Goldfields District
7806 Folsom-Auburn Road
Folsom, CA 95630
Contact: Peter Jones, Environmental Scientist
916-985-5662 (Office)
916-790-4546 (Cell)

PROJECT DESCRIPTION:

The proposed project involves pulling a Motocross (MX) Track area back from the river to an existing parking/picnic area, reducing the chances of flood damage in the future. The existing parking area, day use area, and Trials Area (Initial Study Figure 2) would be moved to the east side of the river bar as shown in Figure 5 of the Initial Study. Fill from the old track would be used to build bank turns and jumps on the level portions of the relocated track. After boulders are removed from the slope of the Trials Area, fill would be used to incorporate additional turns, minimizing the need for fill placement. Because this area is adjacent to the ascending canyon flank, the MX Track would be engineered to effectively control surface runoff from the upslope terrain. The track would be fenced to prevent access during non-operating days. The Trials Area would be relocated to within the boundary of the existing Kids Track area as shown in Figure 5. The completed project footprint is approximately eight acres.

PROPOSED FINDING

The OHMVR Division has reviewed the attached Initial Study and determined that the Initial Study identifies potentially significant project effects, but:

1. Revisions to the project plans and incorporated herein as mitigation would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2. There is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment. Pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15064(f)(3) and 15070(b), a Mitigated Negative Declaration has been prepared for consideration as the appropriate CEQA document for the project.

BASIS OF FINDING

Based on the environmental evaluation presented in the attached Initial Study, and with the implementation of the biological mitigation measures listed below, the Mammoth Bar Motocross Track Relocation project would not cause significant adverse effects related to aesthetics, agricultural and forestry resources, air quality, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards and hazardous materials, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities/service systems, or wildfire. In addition, substantial adverse effects

on humans, either direct or indirect, would not occur. Relocating the MX Track would not affect any important examples of the major periods of California prehistory or history. Nor would they 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Relocating the MX Track would not have impacts that are individually limited, but cumulatively considerable.

MITIGATION MEASURES

Impact BIO-1: The proposed project could impact hardhead, a CSSC.

Mitigation Measure BIO-1A: To avoid impacts to hardhead, silt fencing will be installed between the work areas to minimize sedimentation into the Middle Fork of the American River, or a silt barrier can be added to the wildlife exclusion fence to minimize the amount of fencing installed within the project area (See Mitigation Measure BIO-2B). During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence will be repaired in a timely manner.

Impact BIO-2: The proposed project could impact California red-legged frog, a CSSC and a threatened species under the Federal Endangered Species Act; foothill yellow-legged frog, a CSSC and a candidate threatened species under the California Endangered Species Act; and western pond turtle, a CSSC.

Mitigation Measure BIO-2A: An employee education program will be conducted, consisting of a brief presentation to explain biological resources concerns to contractors, their employees, and any other personnel involved in construction of the project. The program will include the following: a description of relevant special-status species, nesting birds, and bats along with their habitat needs as they pertain to the project; a report of the occurrence of these species in the vicinity of the project site, as applicable; an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; and instructions if a special-status species is found onsite. A fact sheet conveying this information will be prepared for distribution to the above-mentioned people and anyone else who may enter the project site.

Mitigation Measure BIO-2B: A qualified biologist will conduct a pre-construction survey within the project site for the presence of California red-legged frog, foothill yellow-legged frog, and western pond turtle. The survey will be conducted immediately prior to the initial onset of project activities. If any of these species are found, work will not commence until the appropriate state and/or federal resource agencies are contacted and avoidance measures are in place

Mitigation Measure BIO-2C: A wildlife exclusion/environmental fence with exit funnels at ground level every 25 feet will be erected around active construction areas to prevent the movement of animals into active construction areas. The fence should be a minimum of 3 feet in height, buried in the soil at least 4 inches, and the base backfilled to form a tight seal to discourage California red-legged frog, foothill yellow-legged frog, and western pond turtle from crawling under and entering the project site. If the fence cannot be buried, the base will be weighed down and sealed with gravel bags. During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence will be repaired in a timely manner.

Mitigation Measure BIO-2D: Site inspections of the area inside of the wildlife exclusion/environmental fence for California red-legged frog, foothill yellow-legged frog, and western pond turtle will be conducted at the discretion of the Department approved biologist. If any animal found during site inspections is believed to be a special-status species, including California red-legged frog or foothill yellow-legged frog, construction activities will not be allowed to start, and the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife will be consulted, as appropriate, to determine an appropriate course of action. Such action could include leaving the animal alone to move away on its own or the relocation of the animal to outside of the project area. Any western pond turtles found may be removed and released away from the project area.

Mitigation Measure BIO-2E: The use of monofilament or plastic netting-based erosion control blankets are prohibited. If netting is used, it should be manufactured from 100% biodegradable non-plastic materials such as jute, sisal, or coir fiber. All holes greater than one-foot deep must be sealed overnight to prevent the entrapment of wildlife. Where holes or trenches cannot be sealed, escape ramps that are no greater than 30% slope will be positioned such that entrapped wildlife will be able to escape. The escape ramps should be at least one-foot wide and covered/fitted with a material that provides traction.

Impact BIO-3: The proposed project could impact nesting birds protected under the Migratory Bird Treaty Act and California Fish and Game Code.

Mitigation Measure BIO-3A: To avoid impacts to nesting birds and violation of state and federal laws pertaining to migratory birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (that is, prior to February 1 or after September 15) if possible. If construction and construction noise occurs within the avian nesting season (from February 1 to September 15), all suitable habitats located within the project footprint including staging and storage areas plus a 150-foot (non-raptors) and 500-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented and submitted to CDPR prior to initiation of project construction.

If it is determined that birds are actively nesting within the survey area, Mitigation Measure BIO-3B shall apply. Conversely, if the survey area is found to be absent of nesting birds, Mitigation Measure BIO-3B shall not be required.

Mitigation Measure BIO-3B: If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 150 feet of non-raptor nests and 600 feet of raptor nests, or as determined by a CDPR Environmental Scientist or CDPR approved biologist.

Impact BIO-4: The proposed project has the potential to impact pallid bat, a CSSC, Townsends's big-eared bat, a CSSC, and western red bat, a CSSC, as well as other roosting bats protected by the California Fish and Game Code.

Mitigation Measure BIO-4A: Before the start of construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence installation, demolition, and grading), a survey for tree cavities suitable for roosting bats and other roost habitats will be conducted by a CDPR Environmental Scientist or CDPR approved biologist at least 14 days before commencement of any site disturbance activities and equipment mobilization. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, or grease or urine stains around openings in trees or structures. If suitable tree cavities or other roost habitats are found, an emergence survey of the cavities will be conducted by a CDPR Environmental Scientist or CDPR approved biologist for colony bat roosts before the onset of construction-related activities. If an occupied maternity or colony roost is detected, California Department of Fish and Wildlife shall be consulted to determine appropriate measures, such as bat exclusion methods, if the roost cannot be avoided. The results of the surveys shall be documented. If signs of bats are detected, California Department of Fish and Wildlife should be contacted about how to proceed.

Mitigation Measure BIO-4B: Same as Mitigation Measure BIO-2A.

Impact BIO-5: The proposed project will impact riparian habitat as well as eight intermittent drainages and has the potential to impact the Middle Fork of the American River.

Mitigation Measure BIO-5A: Same as Mitigation Measure BIO-2A.

Mitigation Measure BIO-5B: Work in the riparian area shall be restricted to periods of low rainfall (less than ¼" per 24-hour period) and dry weather. No work shall occur during a dry out period of 24 hours after the wet weather referenced above.

Mitigation Measure BIO-5C: Prior to project activities, a CDPR Environmental Scientist or CDPR approved biologist will clearly delineate riparian vegetation, including trees to be avoided and protected from construction activities. Disturbance or removal of vegetation shall not exceed the minimum necessary to complete operations. All cleared material/vegetation shall be removed out of the riparian area.

Mitigation Measure BIO-5D: Any contaminated water, sludge, spill residue, or other hazardous compounds generated during project implementation will be disposed of outside park boundaries at a lawfully authorized destination. The appropriate agencies shall be notified immediately by CDPR of any spills and shall be consulted regarding clean-up procedures.

Mitigation Measure BIO-5E: The project area shall be kept clear of trash to avoid attracting wildlife. All food and garbage will be placed in sealed containers and regularly removed from the site. Following construction, any trash, debris, or rubbish remaining within the work limits shall be collected and hauled off to an appropriate facility.

Mitigation Measure BIO-5F: All areas of disturbed soil within the project site shall be restored using native grass seeds, native grass plugs, and/or a mix of quick growing sterile non-native grass with native grass seeds recommended by the CDPR Environmental Scientist or CDPR approved biologist. The provision does not apply to the track sections of the relocated MX Track.

Impact BIO-6: The proposed project has the potential to impact wildlife movement within, upstream, and downstream of the project area during project activities. However, with the

implementation of Mitigation Measures BIO-2A to BIO-2E, the impacts from the project to wildlife movement would be less than significant.

RECORD OF PROCEEDINGS AND CUSTODIAN OF DOCUMENTS

The record, upon which all findings and determinations related to the approval of the project are based, includes the following:

1. The Mitigated Negative Declaration and all documents referenced in or relied upon by the Mitigated Negative Declaration.
2. All information (including written evidence and testimony) provided by OHMVR Division staff to the decision maker(s) relating to the Mitigated Negative Declaration, the approvals, and the project.
3. All information (including written evidence and testimony) presented to the OHMVR Division by the environmental consultant who prepared the Mitigated Negative Declaration or incorporated into reports presented to the OHMVR Division.
4. All information (including written evidence and testimony) presented to the OHMVR Division from other public agencies and members of the public related to the project or the Mitigated Negative Declaration.
5. All applications, letters, testimony, and presentations relating to the project.
6. All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

The OHMVR Division is the custodian of the documents and other materials that constitute the record of the proceedings upon which the OHMVR Division's decisions are based. The contact for this material is:

Peter Jones, Environmental Scientist
CA State Parks, Gold Fields District
7806 Folsom-Auburn Road
Folsom, CA 95630
916-985-5662 (Office)
916-790-4546 (Cell)

Pursuant to section 21082.1 of CEQA, the OHMVR Division has independently reviewed and analyzed the IS/MND for the proposed project and finds these documents reflect the independent judgment of the OHMVR Division.

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Mammoth Bar Motocross Track Relocation Project
Initial Study/Mitigated Negative Declaration

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Chapter 1 INTRODUCTION

1.1 PROJECT LOCATION AND SITE DESCRIPTION

The Mammoth Bar Off-highway Vehicle (OHV) Area is part of the Auburn State Recreation Area (Auburn SRA). Located about thirty miles northeast of Sacramento in the Sierra Nevada foothills (Figure 1), Auburn SRA is under the jurisdiction of the U.S. Bureau of Reclamation (USBR). USBR contracts with the Auburn Sector of the Gold Fields District of California Department of Parks and Recreation (CDPR) for operations and management of Auburn SRA, including the Mammoth Bar OHV area.

The Mammoth Bar OHV Area has been used for motorcycle and all-terrain vehicle (ATV) riding by off road enthusiasts for over 30 years. The upper areas offer a wide range of trails and conditions with a motocross (MX) track located near the Middle Fork of the American River (Figure 2). OHVs are restricted to designated signed trails, the MX Track, Kids Track, and the Trials Area (also known as the Pacific International Trial or PIT area).

High flows on the Middle Fork in January and February of 2017 caused significant erosion to the MX Track (Figure 3, Figure 4, and Photos A to F). The high flows eroded approximately 0.8 acres of the western portion of the track. The proposed project entails relocating the MX Track farther from the Middle Fork American River and relocating other features of the Mammoth Bar OHV Area, including the Kids Track, Trials Area, Parking and Day Use Area, and access road (Figure 5).

1.2 DOCUMENT PURPOSE AND ORGANIZATION

This document is a California Environmental Quality Act (CEQA) Initial Study (IS) for the proposed Mammoth Bar Motocross Track Relocation project. The IS/MND was written in compliance with CEQA (California Public Resources Code §§ 21000 *et seq.*) and the CEQA Guidelines (Title 14 California Code of Regulations §§ 15000 *et seq.*).

The Lead Agency for the project is the CDPR, Off-Highway Motor Vehicle Recreation Division (OHMVR Division). The OHMVR Division, which manages the land on behalf of USBR, will use this IS/MND in implementation of the proposed project. The Gold Fields District is the non-federal sponsor, and USBR is the federal sponsor for the project.

This document is organized as follows to meet the requirements of CEQA:

- Chapter 1 – Introduction. This chapter identifies the purpose, scope, and terminology of the document and identifies public involvement procedures.
- Chapter 2 – Project Description. This chapter describes the objectives and characteristics of the proposed project. It also identifies the required permits and approvals.
- Chapter 3 – Environmental Checklist and Responses. This chapter presents project setting information and responses to the CEQA-based environmental checklist questions for each resource topic for the impacts associated with the proposed project.
- Chapter 4 – References and Report Preparation. This chapter identifies all printed references and personal communications cited in this report and provides a list of those involved in the preparation of this document.

1.3 REQUIRED PERMITS AND APPROVALS

The following permits or approvals may be required for this project:

- California Dept. of Fish and Wildlife (CDFW) Lake or Streambed Alteration Agreement
- Regional Water Quality Control Board (RWQCB) Certification

Chapter 2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SITE DESCRIPTION

Auburn SRA consists of more than 38,000 acres of Sierra Nevada foothill terrain flanking the North and Middle Forks of the American River. Auburn SRA is under the jurisdiction of the USBR. CDPR provides recreational opportunities and related operations and maintenance at Auburn SRA under a memorandum of understanding (MOU) with the USBR.

The Mammoth Bar OHV Area and MX Track lie within the western half of Auburn SRA, along and upslope from the north shore of the Middle Fork of the American River (Middle Fork; Figure 2). The MX Track is accessed via a gated paved road that descends from Old Foresthill Road to Mammoth Bar. Mammoth Bar is a river terrace and broad, arcuate river bar along the Middle Fork (Figure 2).

2.2 PROJECT BACKGROUND AND PURPOSE

Mammoth Bar OHV area was established by USBR and CDPR as an interim use area within Auburn SRA in 1997. In early 2000, the Sierra Club, Friends of the River, and the Environmental Law Foundation filed a lawsuit over the operation of the Mammoth Bar OHV area. In July of 2000, a settlement was reached in this case. As a part of the settlement, Mammoth Bar began operating under an Interim Management Plan, in which OHV riding days were reduced by half. Management of OHV use now includes enforcement of distinct OHV use boundaries, erosion and sedimentation control, and trail and slope stabilization. The Interim Management Plan will be superseded by the Auburn SRA General Plan when it is completed.

On and prior to January 1, 2006, a series of storms hit the upper watershed of the Middle Fork of the American River and resulted in heavy runoff into the river. Flows on the Middle Fork approached 40,000 to 45,000 cubic feet per second (cfs). The high flows inundated the sand and gravel bar where the Mammoth Bar OHV area is located. When the water receded, it was apparent that portions of the OHV area had been damaged by the high-water flow, especially the MX 2Track. The track was closed and eventually rebuilt in a slightly smaller configuration at the same location in 2007 following an environmental assessment finding of no significant impact for the reconstruction (USBR/CDPR, 2007; USBR 2007). The rebuilt MX Track was within an approximately 3.4-acre area and was constructed of both native material and fill soils. From 2007 until the MX Track was damaged by high river flows in 2017, it was open for use in accordance with the posted schedule – Sundays, Mondays, and Thursdays during the summer season, and additionally on Fridays from October 1 through March 31 seasonally.

In January and February of 2017, high flows on the Middle Fork again caused significant erosion to the MX Track (Figure 6 and Photos A to F). In March 2017, representatives from CDPR, including staff from the Division and the Auburn SRA, and the California Geological Survey (CGS), met at the MX Track to informally survey the erosional damage. It was agreed at that time that CGS, in coordination with the OHMVR Division and Auburn SRA staff, would perform an assessment of the damage using an unmanned aerial vehicle (UAV or drone), review flood flow history, identify the contour line of high flow, and present potential reconstruction based on the findings.

The track is still physically present and most of the turns, curves, and jumps are intact. In some locations, however, soils were either eroded away from the track or newly deposited on the track by the 2017 storms. In its current condition, the track is unsafe for OHV riders to use and

provides an attractive nuisance for trespassers since many of the track features still persist. This document analyzes the actions required to repair and reopen the storm damaged OHV area for safe use by the public. See Figure 4.

2.3 PROJECT CHARACTERISTICS

2.3.1 Proposed Project – Relocate MX Track Area to Parking Area

The proposed project involves pulling the MX Track area back from the river to an existing parking/picnic area, reducing the chances of flood damage in the future (Figure 5, Photo 7). The new MX Track footprint would be 3.2 acres. The existing day use facilities (picnic tables, shade ramadas, portable toilets) would be moved to the east side of the old track footprint as shown in Figure 5 and Photo 2). The day use facilities would be upgraded as needed (i.e., existing facilities would be removed and new facilities installed in the relocated day use area). The new day use area comprises approximately 1.0 acres.

The facility parking/staging area would be relocated just east of the new day use area in an area currently used for overflow parking (see Figure 5, Photo 1). Like the existing overflow parking area, the new parking/staging area would be unimproved and not surfaced with any imported material. The new parking area comprises 1.6 acres.

Fill from the old MX Track would be used to build bank turns and jumps on the level portions of the relocated track (Photos 4, 5 and 7). The boulders that are part of the existing Trials Area (a motorcycle obstacle course area) would be moved to a new Trials Area. The new Trials Area would be created either within the existing Kids Track (a small MX Track for younger riders (Photo G) or in the northeast area of the damaged track footprint as shown in Figure 5 (yellow and blue polygons). If placed in the Kids Track area, the Trials Area would be reconfigured within its existing footprint so that ultimately the Trials Area would comprise 0.6 acres and the Kids Track 1.5 acres.

The new track layout would utilize the hillside where the Trials Area now resides after the boulders are removed (Photo 6). By building the track into the hillside, the need for fill would be minimized. Because this area is adjacent to the ascending canyon flank, the track would be engineered to effectively control surface runoff from the upslope terrain. The track would be fenced to prevent access during non-operating days.

The features of the new track would primarily be built from material stockpiled from the cut bank repair project as well as fill used in the construction of the damaged MX Track (Photos C, D and F). During construction of the new track there may be a need to trim or remove a couple of trees in the track footprint depending on the safety needs related to proximity of potentially unsafe trees/branches to the track.

The project would require a portion of the road that provides access through Mammoth Bar (Photo 3) to be rerouted along the western and southern boundaries of the proposed MX Track area (Photo E). The proposed rerouted road is illustrated in Figure 5. The proposed road would connect with the existing road near the southwest edge of the Kids Track area and would be primary access to the Kids Track, Trials Area, Day Use area, parking, and river rafting take-out. The road will be placed along the western edge of the relocated MX Track area. The new access road will be constructed of compacted native soil and then overlaid with graded and compacted road base.

As with the existing track, the relocated track would be designed to allow access for maintenance vehicles for repair and dust control and for law enforcement/emergency vehicles. This "administrative access" would also allow staff vehicles alternative access to the River Bar Trail, Kids Track, and parking and picnic areas. In the event of a high-water event that damages the primary access road, the administrative access could be modified to allow access to the river rafting take-out at staff's discretion.

As part of the project, Parks would also fix a drainage problem that exists near the hay barn. An old "groin wall" was installed in the past for drainage control, however, the wall no longer serves its purpose and in fact inhibits natural drainage. The groin wall, shown in Figure 5, would be removed and the ditch filled with berm material to the natural grade.

The completed project footprint would be approximately eight acres, all of which would be within the boundaries of existing use areas.

2.4 CONSTRUCTION SCHEDULE AND EQUIPMENT

The track relocation project is expected to begin implementation (weather/soil conditions permitting) in the spring/summer of 2020. The work would take approximately three months or 12 weeks, with a construction schedule of Monday through Friday. Work would commence at 6 AM and cease at 4:30 PM each day.

Equipment needed for the project includes a water truck, two dozers, loader, excavator, wheel tractor, two dump trucks, and a grader. The equipment is expected to be used every day of the week Monday - Friday from 6 AM through 4:30 PM. Relocation of the track is expected to require the use of eight permanent park workers on a daily basis, and installation of the Best Management Practice (BMP) measures would require an additional 16 workers, most likely members of the California Conservation Corps.

2.5 TRACK MAINTENANCE AND DUST SUPPRESSION

Once the MX Track has been rebuilt, it would require ongoing maintenance. The following procedures are typically done on a weekly basis or more frequently if needed.

1. Rip the track materials approximately 4 to 12 inches with the small dozer to loosen up the compacted soils.
2. After ripping the track, use a small disc along with a heavy drag bar to break down the large clods that are created by ripping.
3. Using the dozer, pull/roll the berm materials back into the track's footprint and remove any rutting that may have occurred. This measure prevents any soil loss outside of the track's footprint.
4. Using the dozer, smooth and shape the jumps by pushing the track materials back to the tops of the hills.
5. Water the track with a 2,000-gallon water truck to obtain traction, compaction, and dust prevention using water drafted from the Middle Fork American River.
6. Repair ruts that may have occurred in the infield of the track area to provide safe passage for first responders.
7. Repair any track barrier fencing.

Although no imported soil is expected to be needed to rebuild the track, on occasion CDPR may need to bring in material for track maintenance. The absence of soil with proper compaction properties on site may require importing this type of material to ensure the track surface is resistant to erosion.

Water used to water the track and other areas (access road, parking lot) would be taken from the river in accordance with existing agreements between USBR, CDPR, and the Placer County Water District. The river water will be pumped via a 4” draft hose that goes to a 4” irrigation pump. The river water would be pumped to the irrigation pump through the overhead fill and then into the truck. Alternatively, the 4" draft hose can be run from the river to the pump and then into a portable elevated 8,000 gallon holding tank. After the water truck is parked below the tank’s fill location, a valve is opened, and water gravitationally fills the truck. In the winter months the tank would be removed and stored until the following season.

2.6 STANDARD MANAGEMENT REQUIREMENTS INCORPORATED INTO THE PROJECT

All work would be done following the OHV Best Management Practices Manual for Erosion and Sediment Control (CDPR OHMVRD 2007). As needed, the project would incorporate materials and activities such as silt fencing, straw wattles, hydro seeding, native erosion control seed, weed-less straw, rip-rap of various sizes for armoring embankments, approved geo-synthetics, watering for dust control, and installation of culverts and tracking devices.

Figure 1. Location Map

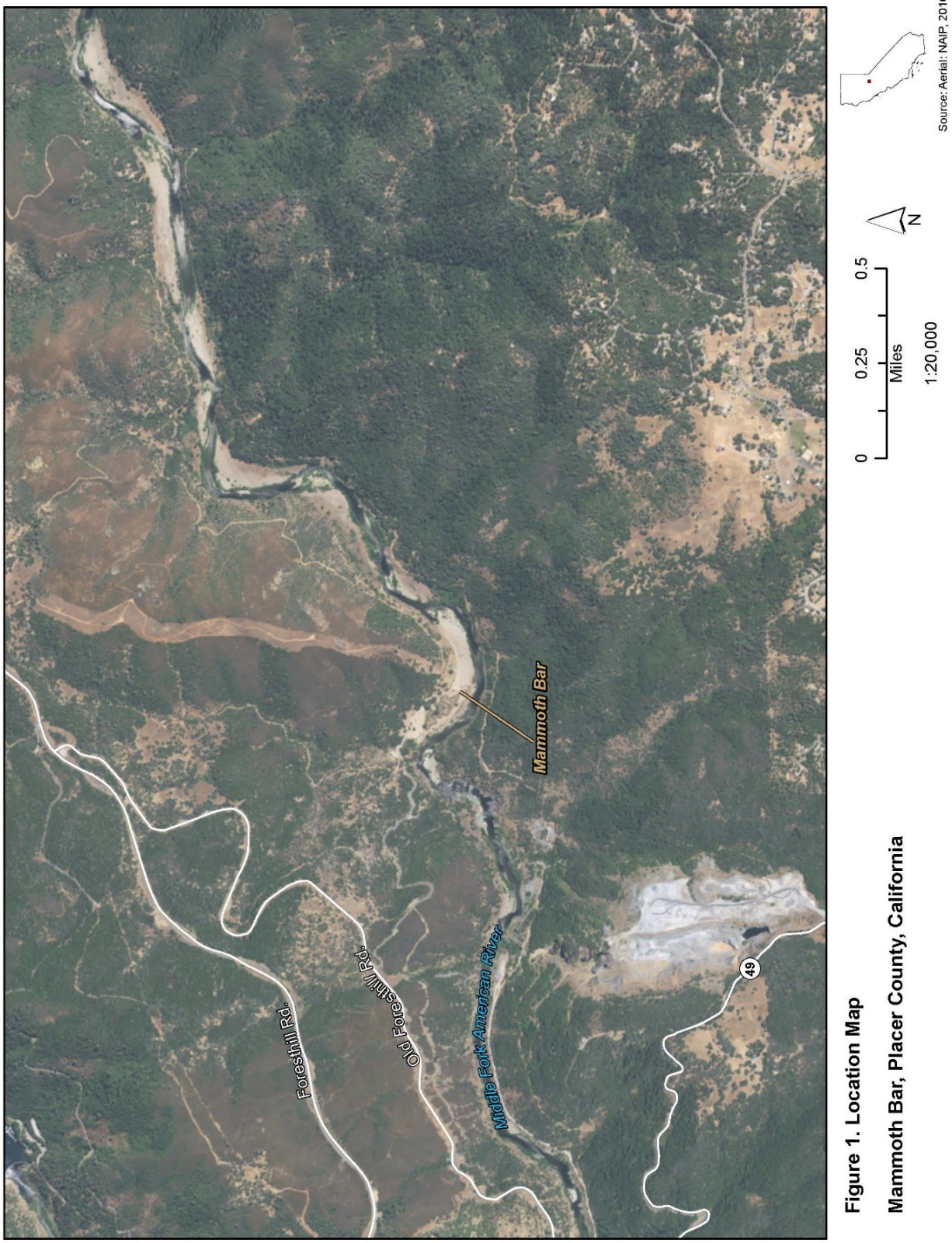


Figure 1. Location Map

Mammoth Bar, Placer County, California

Figure 2. Mammoth Bar MX Track and Vicinity, Before High River Flows of 2017

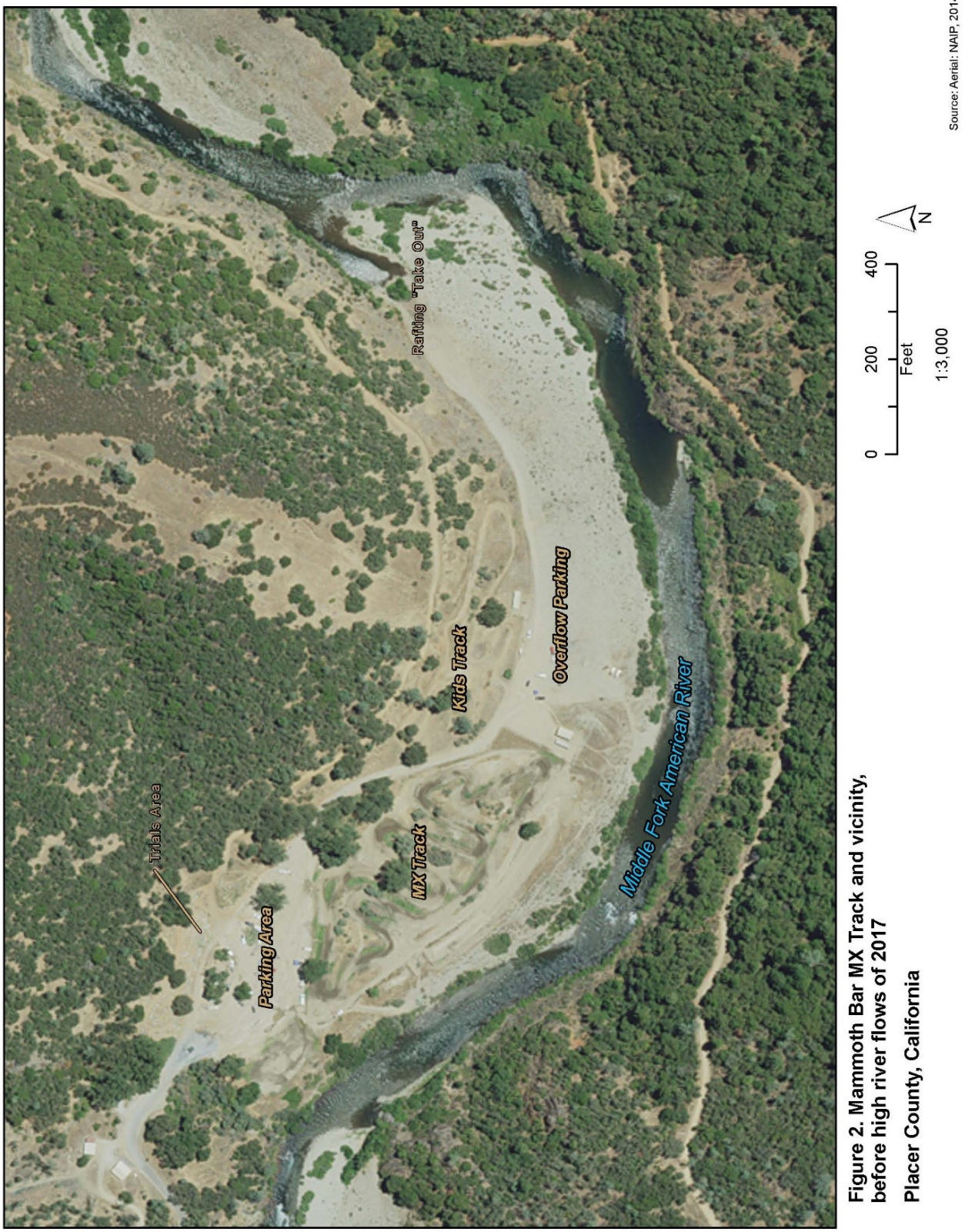


Figure 3. Mammoth Bar MX Track and Vicinity After February 2017 Peak Flow on Middle Fork

Figure 3. Mammoth Bar MX Track and Vicinity After February 2017 Peak Flow on Middle Fork Imagery from March 28, 2017 drone survey

Placer County, California

Figure 4. Various Acreages, Mammoth Bar MX Track and Vicinity

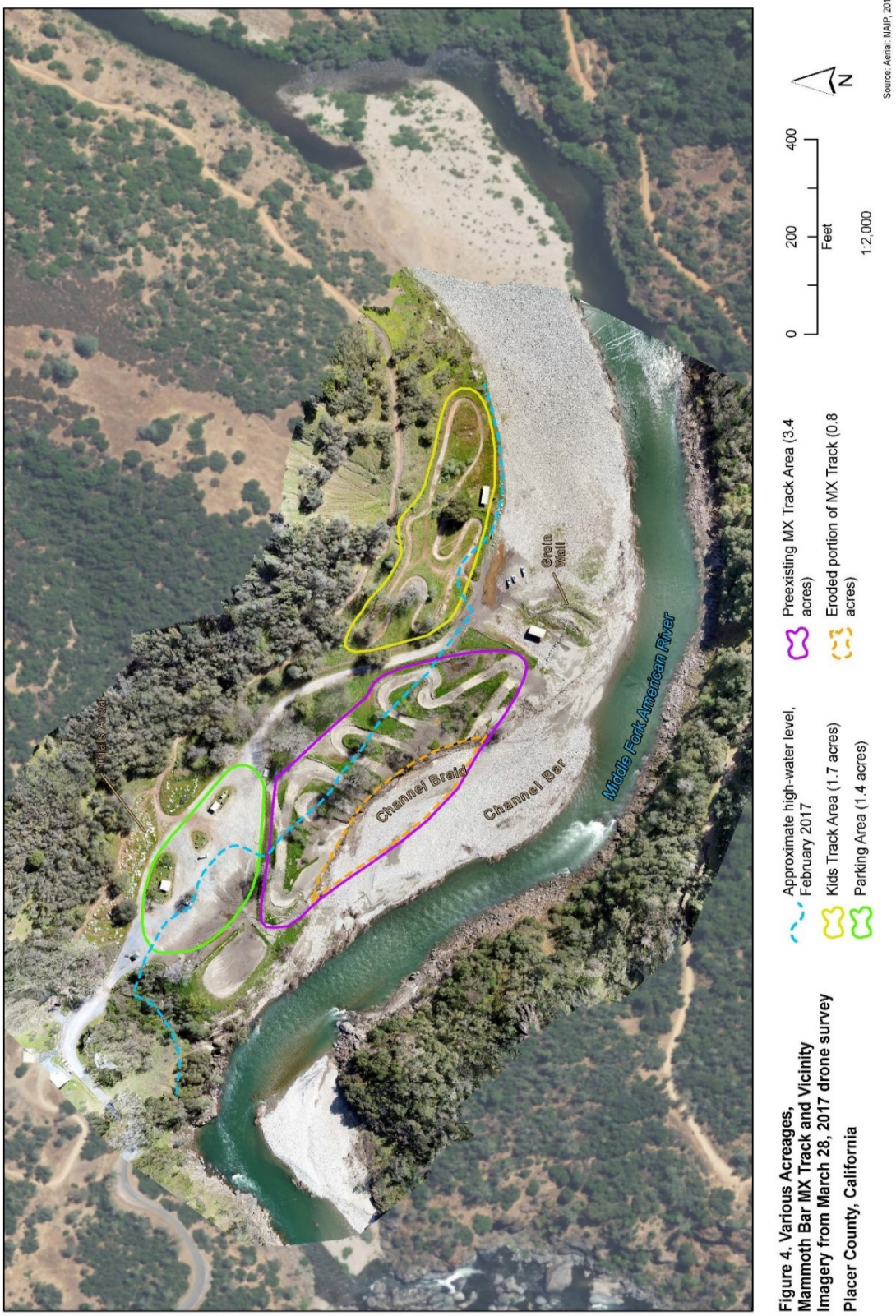


Figure 4. Various Acreages, Mammoth Bar MX Track and Vicinity Imagery from March 28, 2017 drone survey Placer County, California

Figure 5. Proposed Project: Proposed Relocation of MX Track to Parking Area

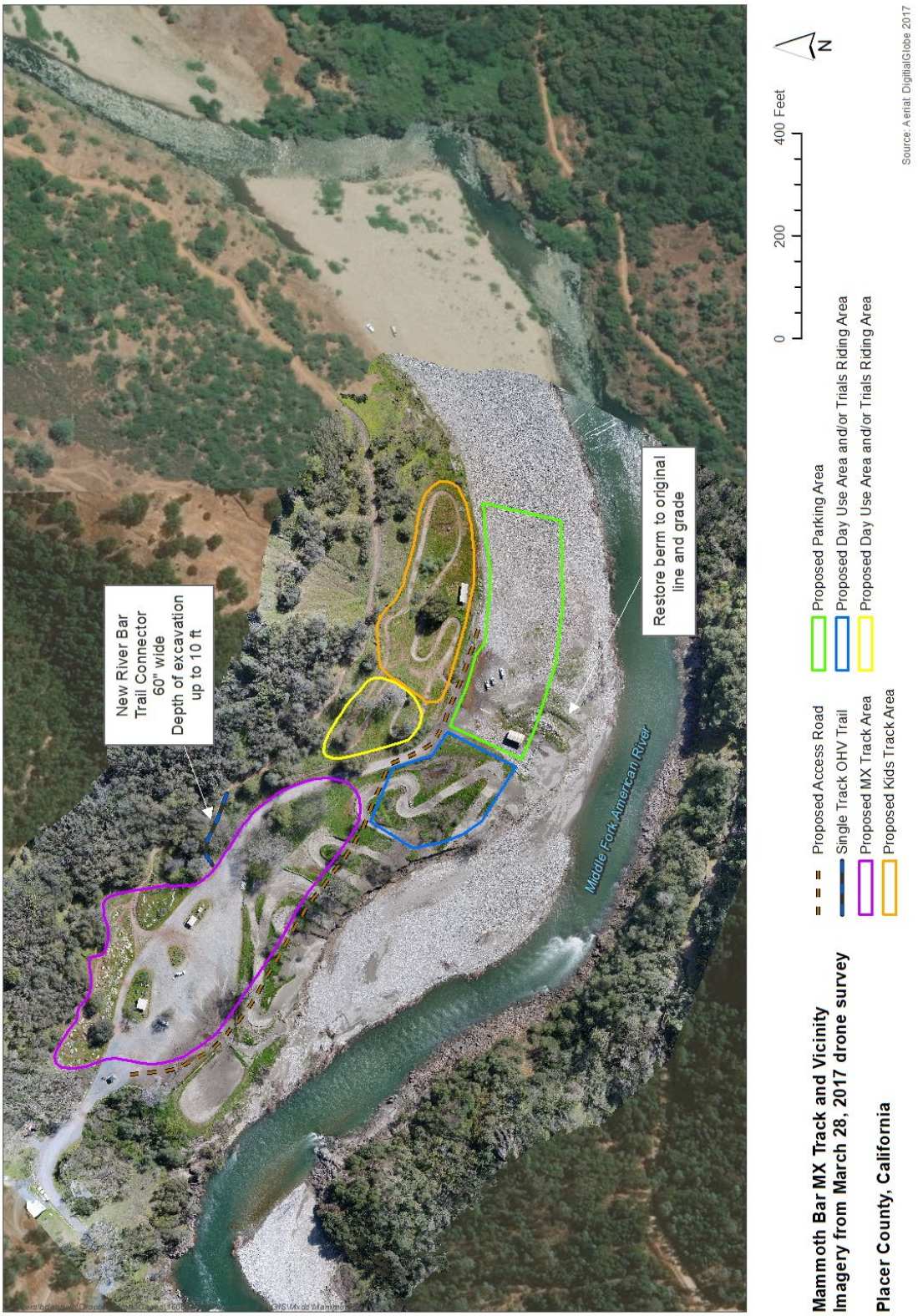


Figure 6. Location of Photo Points

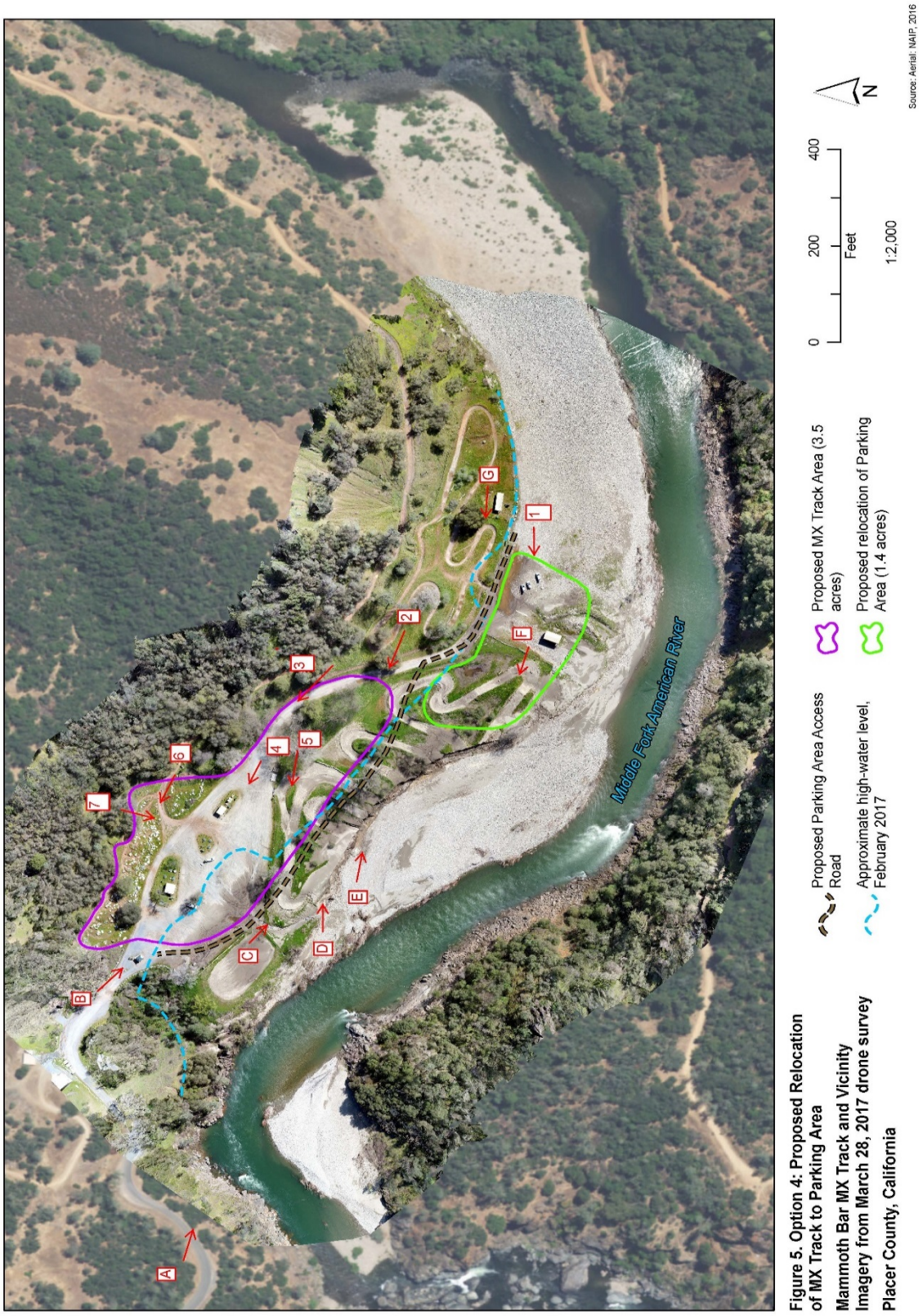


Figure 5. Option 4: Proposed Relocation of MX Track to Parking Area
Mammoth Bar MX Track and Vicinity
Imagery from March 28, 2017 drone survey
Placer County, California

Photo A: View of Cut Slope After Storm Damage

Photo B: Park Entrance and Existing Day Use Area

Photo C: Example 1 of MX Track Storm Damage

Photo D: Example 2 of MX Track Storm Damage

Photo E: General Area Where New Access Road Is to be Created

Photo F: Remnant Former Fill to be Reused

Photo G: Kids Track Area

Photo 1: Location of Relocated Parking Area

Photo 2: Potential Location of Day Use Area/Trials Area

Photo 3: Existing Access Road to Raft Take Out

Photo 4: Location of Relocated Track

Photo 5: Area of Damaged Track to be Used as Relocated Track

Photo 6: Existing Trials Area to be Relocated for Relocated Track

Photo 7: Former Day Use Area to be Used for Relocated Track

Chapter 3 ENVIRONMENTAL CHECKLIST AND RESPONSES

PROJECT INFORMATION

1. **Project Title:** Mammoth Bar Motocross (MX) Track Relocation
2. **Lead Agency Name and Address:** California Department of Parks and Recreation
   CA State Parks, Gold Fields District
   7806 Folsom-Auburn Road
   Folsom, CA 95630
3. **Contact Person and Phone Number:** Peter Jones, Environmental Scientist
   Peter.jones@parks.ca.gov
4. **Project Location:** Mammoth Bar SVRA, Placer County
5. **Project Assessor's Parcel Number:** NA
6. **Project Sponsor's Name and Address:** NA
7. **General Plan Designation:** Property is a CDPR unit owned by the USBR. Local general plan designations do not apply to this property.
8. **Zoning:** NA
9. **Description of the Project:** See Chapter 2 Project Description
10. **Surrounding Land Uses and Setting:** The Mammoth Bar OHV Area is part of the Auburn State Recreation Area (Auburn SRA). It is located in the Sierra Nevada foothills about thirty miles northeast of Sacramento. The terrain is mostly relatively steep south-facing slopes densely vegetated with chaparral and mixed oak woodlands. The landscape history of the area has been influenced by the gold mining activities that began in the mid 1800's and continued until the early 1900's. The Middle Fork of the American River forms the southern border and low point of the project site. (Section 3.11).
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?** The Tribal consultation has been completed.
12. **Other Public Agencies Whose Approval is Required:** The following permits or approvals may be required for this project:
    - California Dept. of Fish and Wildlife (CDFW) Lake or Streambed Alteration Agreement
    - Regional Water Quality Control Board (RWQCB) Certification

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐	Aesthetics	☒	Hazards and Hazardous Materials	☐	Transportation
☐	Agriculture and Forestry Resources	☒	Hydrology/Water Quality	☐	Tribal Cultural Resources
☐	Air Quality	☐	Land Use/Planning	☐	Utilities/Service Systems
☒	Biological Resources	☐	Mineral Resources	☐	Wildfire
☐	Cultural Resources	☐	Noise	☐	Mandatory Findings of Significance
☐	Energy	☐	Population/Housing	☐	None
☐	Geology/Soils	☐	Public Services		
☐	Greenhouse Gas Emissions	☐	Recreation		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

By C. Jones For Jason DeWall 4/24/2020

Jason DeWall, Gold Fields District, CA Dept of Parks and Recreation Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in 5. below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. Explanation(s) of each issue should identify:

   a) The criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question; and

   b) The mitigation measures, if any, prescribed to reduce the impact below the level of significance

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 publicly accessible vantage points.) 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?	☐	☐	☐	☒

3.1.1 Environmental Setting

Mammoth Bar is an area of rugged scenic beauty with complex topographic forms and a diversity of natural vegetation (see Photos A to G). Significant wildlife populations and the presence of abundant water in the landscape contribute to the scenic resources of the area. The Middle Fork of the American River, alternating patterns of tumbling rapids and deep, slow moving pools, carves through the V-shaped River Canyon. The river canyon is steep and thickly wooded from river level to the ridgeline, which looms over a thousand feet above the canyon floor. Many tributary streams run into the river, sometimes at a very steep gradient, creating small cascades and waterfalls.

The riverbanks alternate between gravel bars, granite benches, and large granite boulders. The banks are vegetated with typical riparian species, including willows, white alders, Fremont cottonwood, sycamore, and Oregon ash. The consistency of the hillside vegetation gives a very uniform visual texture to the canyon walls, which is broken up in autumn by the changing colors of the leaves.

3.1.2 Discussion

Would the project:

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

Less Than Significant Impact. The proposed project would take place within an area that has been subject to ongoing OHV activities since the late 1970s. The MX Track, which is the subject of the project, has been in existence since 1997. Following relocation of the track, there would be little noticeable difference in the visual environment within the OHV area from the pre-storm

conditions. The track is not visible from the river upstream where rafters take-out due to the presence of a large gravel bar and the fact that the river curves around Mammoth Bar. The take-out is located at the upstream end of the gravel bar while the track is located up and inside a curve in the river.

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

No Impact. The track relocation project would not damage scenic resources, mature trees, rock outcroppings, or historic buildings. There are no officially designated state scenic highways near or within view of the project area.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?

Less Than Significant Impact. The MX Track has been in existence since 1997, and the project would not change the visual character of the area. All of the relocation activities would take place within the existing footprint of the OHV area in a non-urbanized area. There are no visually unique or distinctive features of the project site that would be affected by the project.

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

No Impact. No lights are proposed as part of the project.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				

3.2.1 Environmental Setting

The project is located within a state recreation area on a riverbank of the Middle Fork American River. There are no forestry or agricultural resources present.

3.2.2 Discussion

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?

No Impact (Responses a – e). No farmland, forest, or timberland exists on the project site, and adjacent farmland, forest, or timberland would not be affected by project activities. The proposed project would not remove any acreage from agricultural production. The project would have no impact on prime farmland or other agricultural resources in the project vicinity. The project would not affect any land that has been zoned for agricultural use or is currently in Williamson Act contracts; nor would this project conflict with any land that has been zoned as forest land, timberland, or timberland zoned Timberland Production. The project does not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion forest land to non-forest use.

3.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

3.3.1 Environmental and Regulatory Setting

The Mammoth Bar OHV area is located in the foothills of the Sierra Nevada at the edge of the Sacramento Valley Air Basin. This area experiences a mild climate with long hot summers and wet winters. The annual average maximum temperature in Auburn is 72 degrees Fahrenheit and the minimum temperature is 50 degrees Fahrenheit. The annual average precipitation in Auburn is approximately 37 inches and typically falls between November and April (U.S. Climate Data 2018).

The nearest air quality data station is in Auburn. According to the California Air Resources Board (CARB), Placer County in 2016 was designated attainment status or unclassified for all criteria pollutants except ozone. During this time, there were five ozone exceedances for the State 1-hour standard, 27 ozone exceedances for the National 8-hour standard, and 27 exceedances for the State 8-hour standard. PM10 is monitored at the Roseville-N Sunrise Blvd site in Placer County. In 2016, the most recent year for which data are available, there were no violations of National PM10 standards and insufficient data available for the 24-hour State standard (CARB 2018).

For the most part, air quality in the Mammoth Bar OHV area is good as the site is remote and surrounded by undeveloped natural lands. During periods when the OHV area is open and in use, the site can be dusty due to the OHV activity.

CARB has established emission standards for OHVs. OHVs that are non-compliant for CARB emissions standards receive a red sticker registration from the California Department of Motor Vehicles (CDMV), which must be affixed to the vehicle.

The Placer County Air Pollution Control District (PCAPCD) regulates air quality in the county. The PCAPCD is also responsible for enforcing and implementing federal and state standards; the PCAPCD has developed significance thresholds for land use projects that generate air pollutants. These thresholds apply to both short and long-term air pollutant emissions. Projects

with the potential to generate emissions exceeding the thresholds would have a significant impact on air quality.

Established in the 1990 Clean Air Act amendments, General Conformity requires federal agencies to determine if emissions from their projects may have a detrimental effect on the attainment status of the air quality management districts in which those activities occur. The General Conformity Rule applies to all federal actions that are taken in designated nonattainment or maintenance areas. Under the existing regulations, de minimis emissions levels are listed for each criteria pollutant.

3.3.2 Discussion

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?

Less than Significant Impact (Responses a-c). The site does not contain any naturally occurring asbestos, ultramafic rock, or serpentine. The track relocation would take about 12 weeks and would employ a crew of 8 permanent park workers with 16 additional workers during installation of the BMP measures. Equipment needed for the project would include a water truck for soil compaction and dust control, two dozers, loader, excavator, wheel tractor, two dump trucks, and a grader. The equipment is expected to be used every day of the week Monday - Friday from 6 AM through 4:30 PM.

Localized, short term air quality degradation could result from dust and exhaust emissions generated by heavy equipment used during grading activity, material stockpiling, etc. The operation of the equipment would occur on weekdays when the area has the fewest visitors.

The potential construction emissions associated with the proposed action were modeled using the California Emissions Estimator Model (CalEEMod, V 2016.3.2 (see Appendix C). Table 1 summarizes the average daily emissions generated by proposed construction activities and compares emission levels with PCAPCD and Clean Air Act de minimis significance thresholds set forth in 40 CFR Section 51.853(b)(1).

Table 1: Estimated Project Construction Emissions

Activity / Threshold	**Emissions (lb./day)**			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$[(B)]**
Construction (Proposed Action)[(A)]	5.2	61.5	9.2	5.8
PCAPCD Significance Threshold	82	82	82	NA
Potential Significant Impact?	**No**	**No**	**No**	**No**

	Emissions (tons/year)			
	ROG	**NO_x**	**PM_{10}(B)**	**$PM_{2.5}$**
Construction (Proposed Action)	0.16	1.88	0.28	0.18
Clean Air Act De Minimis Threshold(C)	25	25	NA	NA
Potential Significant Impact?	**No**	**No**	**NA**	**NA**

Source: MIG, 2018 (See Appendix C); PCAPCD, 2017

(A) All emissions are for 2018.

(B) PCAPCD has not adopted a significance threshold for PM2.5, however, PM2.5 is a subset of PM10 and project emissions would be below the PCAPCD PM10 threshold.

(C) Clean Air Act de minimis thresholds are presented in tons/year and only apply to criteria pollutants for which the project area is designated nonattainment or maintenance (i.e., ozone and ozone precursors).

As shown in Table 1, the proposed action's emissions would not exceed PCAPCD-recommended CEQA significance thresholds for construction activities or Clean Air Act general conformity de minimis thresholds and thus would result in a less than significant impact.

Once operational, the proposed project would not result in a change in attendance to the MX Track and, therefore, would not result in a change in operational emissions.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The activities associated with the construction of the proposed project would not result in the creation of objectionable odors that could affect a substantial number of people. The heavy equipment used to relocate the track would emit diesel fumes; however, the area where the equipment would be operated would be closed to public access and the work would last only 12 weeks. The project would not create odors that affect a substantial number of people during construction activities. Once operational, the proposed project would not result in an increase in users or emissions and therefore would not result in increased odors.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 Wildlife 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?	☐	☐	☐	☒

3.4.1 Regulatory Setting

In addition to CEQA, other federal and state laws apply to the biological resources identified in this report. Each of these laws is identified and discussed below.

Federal Endangered Species Act (FESA)

FESA establishes a broad public and federal interest in identifying, protecting, and providing for the recovery of threatened or endangered species. The Secretary of the Interior and the Secretary of Commerce are designated in FESA as responsible for identifying endangered and threatened species and their critical habitat, carrying out programs for the conservation of these species, and rendering opinions regarding the impact of proposed federal actions on listed species. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) are charged with implementing and enforcing FESA. USFWS has authority over

terrestrial and continental aquatic species, and NMFS has authority over species that spend all or part of their life cycle at sea, such as salmonids.

Section 9 of FESA prohibits the unlawful "take" of any listed fish or wildlife species. Take, as defined by FESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such action." The USFWS's regulations define harm to mean "an act which actually kills or injures wildlife." Such an act "may include "significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR § 17.3). Take can be permitted under FESA pursuant to sections 7 and 10. Section 7 provides a process for take permits for federal projects or projects subject to a federal permit, and Section 10 provides a process for incidental take permits for projects without a federal nexus. FESA does not extend the take prohibition to federally listed plants on private land, other than prohibiting the removal, damage, or destruction of such species in violation of state law.

The Clean Water Act of 1972

The Clean Water Act (CWA) is the primary federal law regulating water quality. The implementation of the CWA is the responsibility of the U.S. Environmental Protection Agency (EPA). However, the EPA depends on other agencies, such as the individual states and the U.S. Army Corps of Engineers (USACE), to assist in implementing the CWA. The objective of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Section 404 and 401 of the CWA apply to activities that would impact waters of the U.S. The USACE enforces Section 404 of the CWA and the California State Water Resources Control Board enforces Section 401.

Section 404. As part of its mandate under Section 404 of the CWA, the EPA regulates the discharge of dredged or fill material into "waters of the U.S.". "Waters of the U.S." include territorial seas, tidal waters, and non-tidal waters in addition to wetlands and drainages that support wetland vegetation, exhibit ponding or scouring, show obvious signs of channeling, or have discernible banks and high-water marks. Wetlands are defined as those areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3(b)). The discharge of dredged or fill material into waters of the U.S. is prohibited under the CWA except when it is in compliance with Section 404 of the CWA. Enforcement authority for Section 404 was given to the USACE, which it accomplishes under its regulatory branch. The EPA has veto authority over the USACE's administration of the Section 404 program and may override a USACE decision with respect to permitting.

The USACE has specific guidelines for determining the extent of its jurisdiction with methodology for delineating wetlands defined in the 1987 Wetlands Delineation Manual (Environmental Laboratory, 1987) and the Arid West Manual (USACE 2006). The methods require examination of three parameters (soil, hydrology, and vegetation).

Substantial impacts to waters of the U.S. may require an Individual Permit. Projects that only minimally affect waters of the U.S. may meet the conditions of one of the existing Nationwide Permits, provided such permits' other respective conditions are satisfied. A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions.

Section 401. Any applicant for a federal permit to impact waters of the U.S. under Section 404 of the CWA, including Nationwide Permits where pre-construction notification is required, must also provide to the USACE a certification or waiver from the State of California. The "401 Certification" is provided by the State Water Resources Control Board through the local RWQCB.

The RWQCB issues and enforces permits for discharge of treated water, landfills, storm-water runoff, filling of any surface waters or wetlands, dredging, agricultural activities and wastewater recycling. The RWQCB recommends the 401 Certification application be made at the same time that any applications are provided to other agencies, such as the USACE, USFWS, or NOAA Fisheries. The application to the RWQCB is similar to the pre-construction notification that is required by the USACE. It must include a description of the habitat that is being impacted, a description of how the impact is to be minimized, and proposed mitigation measures with goals, schedules, and performance standards. Mitigation must include a replacement of functions and values, and replacement of wetland at a minimum ratio of 2:1, or twice as many acres of wetlands provided as are removed. The RWQCB looks for mitigation that is on site and in-kind, with functions and values as good as or better than the water-based habitat that is being removed or impacted. A higher mitigation ratio may be required, depending on site conditions.

The Migratory Bird Treaty Act of 1918 (MBTA)

Under the MBTA, it is unlawful to "pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not." The USFWS oversees implementation of the MBTA. In 2017, the USFWS issued a memorandum stating that the MBTA does not prohibit incidental take; therefore, the MBTA is currently limited to purposeful actions, such as hunting and poaching.

The Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act prohibits the "take" of bald and golden eagles, including their parts, nests, or eggs, without a permit issued by the Secretary of the Interior. Take is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." To disturb an eagle includes actions that result in the direct injury of an eagle, or activities that would substantially interfere with normal feeding, breeding, or sheltering behavior, or result in nest abandonment. The USFWS oversees implementation of the Bald and Golden Eagle Protection Act.

California Endangered Species Act (CESA)

Provisions of CESA protect state-listed threatened and endangered species. The Fish and Game Commission is charged with establishing a list of endangered and threatened species. CDFW regulates activities that may result in "take" of individuals (i.e., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under the California Fish and Game Code, but CDFW has interpreted "take" to include the killing of a member of a species which is the proximate result of habitat modification.

California Fish and Game Code Section 1602

Section 1602 of the California Fish and Game Code requires an entity to notify CDFW of any proposed activity that may substantially divert or obstruct the natural flow of, or substantially

change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing pavement where it may pass into any stream, river, or lake. CDFW uses the USFWS definition of wetlands when regulating these activities. The project would require Section 1602 authorization from CDFW.

California Fish and Game Code Section 3503, 3503.5, and 3505

Pursuant to Fish and Game Code section 3503, it is unlawful to "take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." Sections 3503.5 and 3505 provide similar protection specifically to raptors and their nests and to egrets, respectively. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by CDFW.

California Fish and Game Code Sections 4150 – 4155

Sections 4150-4155 of the California Fish and Game Code protects non-game mammals, including bats. Section 4150 states "A mammal occurring naturally in California that is not a game mammal, fully protected mammal, or fur-bearing mammal is a nongame mammal. A non-game mammal may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the commission". The non-game mammals that may be taken or possessed are primarily those that cause crop or property damage. Bats are classified as a non-game mammal and are protected under California Fish and Game Code.

California Species of Special Concern and California Fish and Game Code Fully Protected Species

California species of special concern (CSSC) are broadly defined as animals not currently listed under CESA but which are nonetheless of concern to CDFW because they are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. This designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them.

Four sections of the Fish and Game Code list 37 fully protected species (Fish and Game Code §§ 3511, 4700, 5050, and 5515). Fully protected species may generally not be taken or possessed except for scientific research. Incidental take of species that are designated as fully protected may be authorized via development of a natural community conservation plan (NCCP; Fish and Game Code § 2800 et seq.).

Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by CDFW (i.e., CNDDB) or the USFWS. The CNDDB identifies several natural communities as rare, which are given the highest inventory priority (Sawyer et. al. 2009; CDFW 2019).

Porter-Cologne Water Quality Control Act

The intent of the Porter-Cologne Water Quality Control Act is to protect water quality and the beneficial uses of water, and it applies to both surface and ground water. Under this law, the State Water Resources Control Board develops statewide water quality plans, and the Regional Water Quality Control boards develop basin plans, which identify beneficial uses, water quality objectives, and implementation plans. The RWQCBs have the primary responsibility to implement the provisions of both statewide and basin plans. Waters regulated under Porter-Cologne, referred to as "waters of the State," include isolated waters that are not regulated by the USACE. Any person discharging, or proposing to discharge, waste (e.g. dirt) to waters of the State must file a Report of Waste Discharge and receive either waste discharge requirements (WDRs) or a waiver to WDRs before beginning the discharge.

3.4.2 Environmental Setting

MIG biologist David Gallagher performed a biological site survey of the project site on January 2 and 3, 2018 and prepared a biological resources evaluation report, attached as Appendix A. A summary of the survey results and literature (web) search are provided below:

Vegetation. Vegetation communities observed on the project site are described below. Vegetative communities are assemblages of plant species that occur together in the same area, which are defined by species composition and relative abundance. The plant communities in the project site were classified using A Manual of California Vegetation (Sawyer et. al. 2009), if applicable.

Riparian Habitat (Mixed Willow Shrub). Riparian habitat occupies approximately nine acres within the project site and includes the vegetation on the gravel bars as well as along the margins and banks of the Middle Fork and the unvegetated areas of the gravel bars (Figure 7). The project footprint contains approximately 2.5 acres (28%) of the total riparian habitat. Riparian habitats provide an important transition zone between water (aquatic) and land (terrestrial) habitats. Because riparian habitats contain both aquatic and terrestrial plant and animal species, they have unusually high species diversity. Riparian areas provide essential breeding, nesting, feeding and refuge habitats for many forms of waterfowl, other birds, mammals, amphibians, and reptiles. The dominant tree is Fremont cottonwood (*Populus fremontii*). Dominant shrubs include arroyo willow (*Salix lasiolepis)*, red willow (*S. laevigata*), and sandbar willow (*S. exigua*). Herbaceous plants include curly dock (*Rumex crispus*), sheep sorrel (*R. acetosella*), California blackberry (*Rubus ursinus*), rough cocklebur (*Xanthium strumarium*), wild mustard (*Hirschfeldia incana*), woolly mullein (*Verbascum Thapsus*), tall flatsedge (*Cyperus eragrostis*), and American bird's foot trefoil (*Acmispon americanus* var. *americanus*).

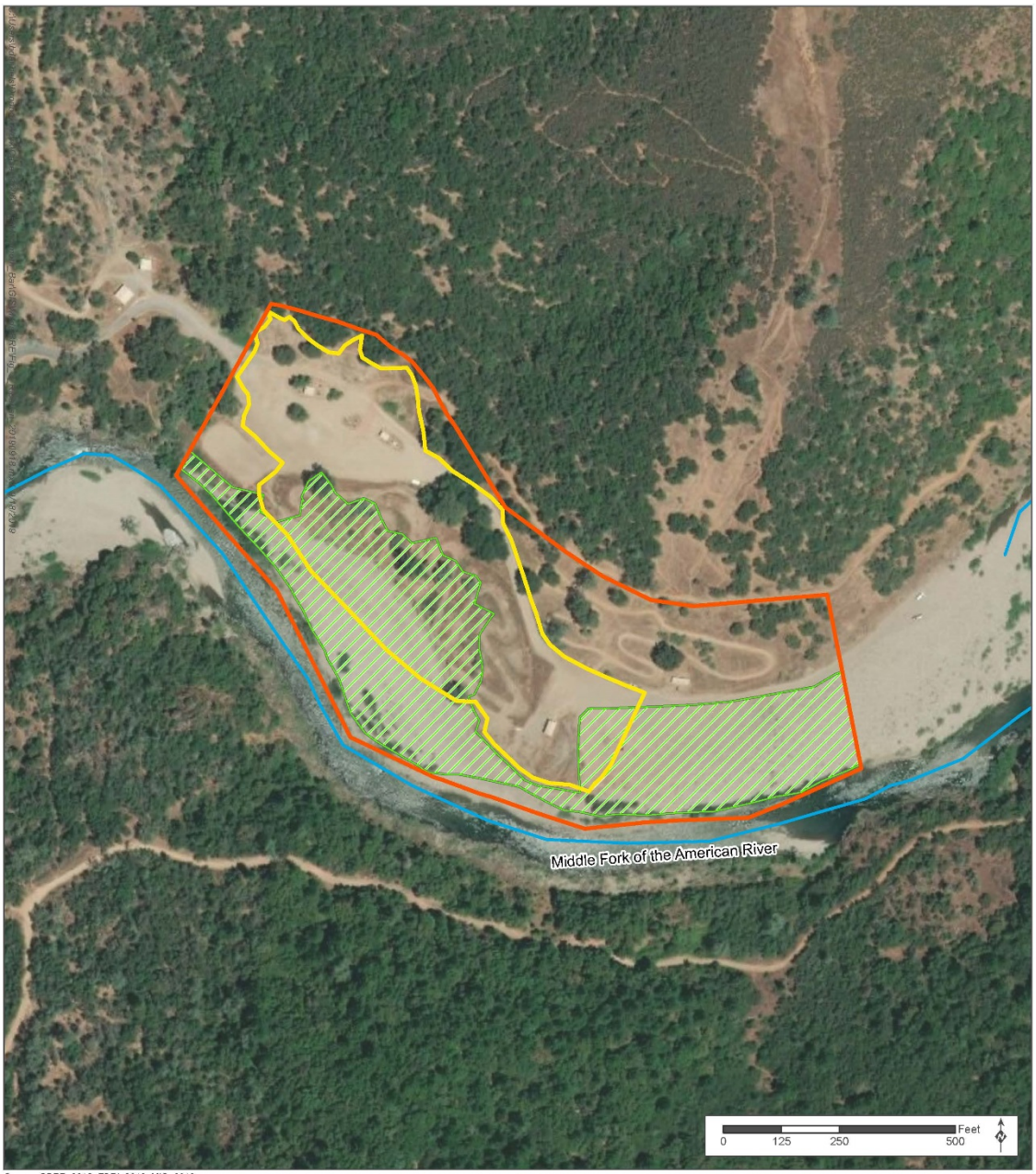
Disturbed/Developed Habitat (Ruderal). Disturbed habitat includes land regularly cleared of vegetation, lands containing a preponderance of non-native plant species, or areas regularly disturbed by human activities (dirt parking lots). This type of habitat can also include areas that are mowed regularly, thus precluding the development of native vegetation communities. Additionally, this habitat can include developed land, which are areas that lack vegetation. Generally, developed land is characterized by permanent structures, impervious surfaces, or unpaved high-use areas.

Within the project site disturbed habitat includes the maintained access road, parking lot, areas adjacent to the parking area, helipad, MX Track, Kids Mini Track, maintenance shed, kiosk, and ramadas. The project footprint also includes disturbed/developed habitat. These areas are

developed or disturbed due to regular human disturbance. Trees observed include black locust (*Robinia pseudoacacia*), California foothill pine (*Pinus sabiniana*), and interior live oak (*Quercus wislizeni*). Herbaceous plants include broad leaf filaree (*Erodium botrys*), red stemmed filaree (*E. cicutarium*), foothill filaree (*E. brachycarpum*), California blackberry, rough cocklebur, wild mustard, woolly mullein, tall flatsedge (*Cyperus eragrostis*), American bird's foot trefoil, curly dock, and naked buckwheat (*Erigonum nudum* var. *oblongifolium*).

Wildlife Observed. Birds observed during the visit were black phoebe (*Sayornis nigricans*), northern flicker (*Colaptes auratus*), California quail (*Callipepla californica*), Anna's hummingbird (*Calypte anna*), ruby-crowned kinglet (*Regulus calendula*), red-tailed hawk (*Buteo jamaicensis*), and California towhee (*Melozone crissalis*). Mammals observed include black-tailed jackrabbit (*Lepus californicus*). Animal tracks observed include wild turkey (*Meleagris gallopavo)* and black-tailed deer (*Odocoileus hemionus columbianus*). Animal scat observed includes coyote (*Canis latrans*).

Figure 7. Riparian Habitat in the Project Area



Special-Status Species. For the purposes of this document, a special-status species is defined as a species meeting one or more of the following criteria:

- Species listed, proposed for listing, or candidates for listing as threatened or endangered under the federal Endangered Species Act (FESA; 50 CFR 17.12 [listed plants], 50 CFR 17.11 [listed animals], and various notices in the Federal Register [proposed species]).
- Species listed, proposed for listing, or candidates for listing by the state of California as threatened or endangered under the California Endangered Species Act (CESA; 14 CCR 670.5).
- Species that meet the definitions of rare or endangered under CEQA (State CEQA Guidelines, Section 15380).
- Plants listed as rare under the California Native Plant Protection Act (NPPA; California Fish and Game Code, Section 1900 et seq.).
- Plant species considered by California Native Plant Society (CNPS) and CDFW to be "rare, threatened, or endangered in California" (California Rare Plant Rank [CRPR] 1A, 1B, 2, 3, and 4).
- Animal species listed as California CSSC by CDFW.
- Animals listed as California Fully Protected (CFP) by CDFW (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], 5050 [amphibians and reptiles], and 5515 [fish]).

MIG conducted a search of the USFWS Information for Planning and Consultation (IPac) database, California Natural Diversity Database (CNDDB), and California Native Plan Society (CNPS) Rare Plant Inventory for special-status species occurrences within a 10-mile radius of the project site. Based on these searches, 31 special-status plants and 18 special-status animals occur in the project region. Special-status species tables listing these species and their protection status, geographic distribution, habitat preferences, blooming period (plants only) and potential to occur in the project area are listed in Appendix C, Tables 1 and 2 of the biological resources evaluation report, attached as Appendix A.

Most of these species have no or a low potential to occur on the project site based on a lack of known occurrences in the project area and a lack of suitable habitat on the project site. Special-status species with the potential to occur on the project site are described in more detail in the sections below.

Special-Status Fish

Hardhead. Hardhead (*Mylopharodon conocephalus*) is listed as a CSSC. Hardhead range throughout the Central Valley, Sierra foothills, portions of the San Francisco Bay Area, and the Modoc plateau. Hardhead are typically found in small to large streams in a low to mid-elevation environment. Hardhead may also inhabit lakes or reservoirs. In small streams, hardhead tend to spawn near their resident pools, while fish in larger rivers or lakes often move up to 20-50 miles to find suitable spawning grounds. Most hardhead reach sexual maturity at 3 years and spawn in the spring around April-May, though spawning may take place as late as August.

Hardhead have been reported from the North and South Fork of the American River watersheds, which includes the Middle Fork of the American River watershed. Therefore, hardhead is assumed to be present within the Middle Fork, which is adjacent to the project site.

Special-Status Amphibians and Reptiles

California red-legged frog. California red-legged frog (*Rana draytonii*; CRLF) is listed as a threatened species under the Federal Endangered Species Act and is designated a CSSC. CRLF is endemic to California and northern Baja California and is distributed throughout 26 counties in California. Historically, this species was found along the coast and Coast Ranges from Mendocino County in northern California south to northern Baja California, and inland east through the northern Sacramento Valley into the foothills of the Sierra Nevada mountains, south to Tulare County, and possibly Kern County. They probably did not occur in the Central Valley due to annual floods. CRLF predominantly inhabit permanent water sources such as streams, lakes, marshes, natural and man-made ponds, and ephemeral drainages in valley bottoms and foothills up to 1,500 meters in elevation. CRLF breed between November and April in standing or slow-moving water at least 0.7 meters (2½ feet) in depth with emergent vegetation, such as cattails (*Typha* spp.), tules (*Schoenoplectus* spp.), or overhanging willows (*Salix* spp.*)*. Egg masses containing 2,000 to 5,000 eggs are attached to vegetation below the surface and hatch after 6 to 14 days. Larvae undergo metamorphosis 3½ to 7 months following hatching and reach sexual maturity 2 to 3 years of age. CRLF breed in a variety of aquatic habitats. Larvae and meta-morphs use streams, deep pools, backwaters of streams and creeks, ponds, marshes, sag ponds, dune ponds, and lagoons. Breeding adults are commonly found in deep (more than 2 feet), still or slow-moving water with dense, shrubby riparian or emergent vegetation. Adult frogs have also been observed in shallow sections of streams that are not shrouded by riparian vegetation. Generally, streams with high flows and cold temperatures in spring are unsuitable for eggs and tadpoles. Stock ponds are frequently used by this species for breeding if they are managed to provide suitable hydro-period, pond structure, vegetative cover, and control of nonnative predators such as bullfrogs and exotic fish. Most frogs move away from breeding ponds to non-breeding areas. The distance moved is site dependent, though one recent study shows that only a few frogs move farther than the nearest suitable non-breeding habitat. In this Marin County study, the farthest distance traveled was 2.25 miles and most dispersing frogs moved through grazed pastures to reach the nearest riparian habitat. The study did note that when breeding ponds dry, CRLF use moist microhabitats of dense shrubs and herbaceous vegetation within 350 feet of ponds.

The largest Sierra Nevada population of CRLF is located at Big Gun Preserve, near Foresthill in the Middle Fork American River watershed as well as other locations within the Middle Fork and North Fork watersheds. The Middle Fork adjacent to the project site does not support breeding habitat for CRLF, based on a field assessment of site conditions and the lack of suitable wetlands in the area. However, the Middle Fork provides suitable dispersal and refugia habitat for CRLF. Additionally, the riparian habitat within the project site, including the project footprint provides suitable dispersal and refugia habitat for CRLF. Based on suitable habitat and known occurrences, there is a moderate potential for CRLF to occur within the project footprint.

Foothill yellow-legged frog. Foothill yellow-legged frog (*Rana boylii*) is proposed to be listed as threatened under the California Endangered Species Act and is a CSSC. The largest remaining populations in California are in the north coast range, particularly in the Smith River, tributaries of the Klamath River, the South Fork Trinity River, the South Fork Eel River, Redwood Creek, coastal tributaries in Mendocino County and Russian River tributaries. This frog originally ranged from northern Oregon west of the Cascades south along the coast ranges to the San Gabriel Mountains, and south along the foothills of the western side of the Sierra Nevada Mountains to the edge of the Tehachapi Mountains. This frog has disappeared from much of its range in California (possibly up to 45 percent) and is also gone from an estimated 66 percent of its range in the foothills of the Sierra Nevada Mountains, especially south of highway 80 where it is nearly extinct. Water released from reservoirs, that washes away eggs and

tadpoles and forces adult frogs away from the streams leaving them more vulnerable to predators, is a serious problem for frogs in the Sierra Nevada foothills. Air-borne pesticides from the vast agricultural fields of the Central Valley are also likely to be a primary threat. Recreational activities along streams that alter streambeds, especially gold mining, are also having a negative impact on frog populations in the Sierra foothills. Introduced fish also stress frog populations by consuming eggs and tadpoles, and introduced bullfrogs compete for food and eat the frogs. Habitat loss, disease, introduced crayfish, stream alteration from dams, mining, logging, and grazing, are also threats to the frog. Foothill yellow-legged frog frequents rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands; it is sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools. It needs at least some cobble-sized substrate for egg-laying, and at least 15 weeks to attain metamorphosis.

Foothill yellow-legged frog is known from several locations on the Middle Fork upstream of the project site as well as locations on the North and South Forks. The most recent observation is from 2007 approximately 4 miles upstream at Poverty Bar. Based on a field assessment of site conditions, the Middle Fork adjacent to the project site provides suitable breeding, dispersal and foraging habitat for this species. Additionally, the riparian habitat within the project site, including the project footprint provides suitable dispersal habitat and refugia habitat for foothill yellow legged frog. Based on suitable habitat and known occurrences, there is a moderate potential for foothill-yellow legged frog to occur within the project footprint.

Western pond turtle. Western pond turtle (*Emys marmorata*; WPT) is designated as a CSSC. WPT range throughout most of California except for the deserts and east of the Sierra Nevada. WPT is often seen basking above the water but will quickly slide into the water when it feels threatened. The species is active from around February to November and may be active during warm periods in winter. WPT hibernates underwater, often in the muddy bottom of a pool and may estivate during summer droughts by burying itself in soft bottom mud. When creeks and ponds dry up in summer, some WPT that inhabit creeks will travel along the creek until they find an isolated deep pool, others stay within moist mats of algae in shallow pools while many turtles move to woodlands above the creek or pond and bury themselves in loose soil where they will overwinter. WPT are normally found in and along riparian areas, although gravid females have been reported up to a mile away from water in search of appropriate nest sites. The preferred habitat for these turtles includes ponds or slow-moving water with numerous basking sites (logs, rocks, etc.), food sources (plants, aquatic invertebrates, and carrion), and few predators (raccoons, introduced fishes, and bullfrogs). Typically, the female excavates a nest in hard-packed clay soil in open habitats (usually on south-facing slopes) within a few hundred yards of a watercourse.

WPT have been documented in the Upper North Fork American River and Lower Middle Fork American River watersheds. The Middle Fork adjacent to the project site provides suitable breeding and foraging habitat for this species. Additionally, the riparian and upland habitat within the project site, including the project footprint provides suitable dispersal, basking, and nesting habitat for WPT. Based on suitable habitat and known occurrences, there is a moderate potential for WPT to occur and nest within the project footprint.

Special-Status Birds

American peregrine falcon. The American peregrine falcon (*Falco peregrinus amatum*) is found in California year-round; breeding occurs along the coast of southern and central California, in the inland coastal mountains, in the Klamath Mountains and Cascade Range, in the Sierra Nevada, and in the Channel Islands. It is a California Fully Protected species. Found

in open country, cliffs (mountains to coast), and sometimes cities, peregrine have a wide range and are found in wide variety of open habitats, from tundra to desert mountains andd often near water, especially along the coast. They are limited by availability of nest sites and prey and often move into cities, nesting on building ledges and feeding on pigeons. Nest site is usually on cliff ledge, sometimes in hollow of broken-off tree snag or in old stick nest of another large bird species. Also uses ledges of buildings, bridges, other structures. Some sites may be used for many years. Often hunts by flying very high, then stooping in spectacular dive to strike prey out of the air. Large prey may be knocked out of the air and eaten on the ground where it falls. The falcon also pursues prey in level flight, after having spotted it from a perch or while flying. It feeds mainly on birds.

The falcon is known from similar habitat in Placer County, including an observation in 2010 from the South Fork of the American River near Coloma, CA and Lake of the Pines near Higgins Corner in 2016. The project site does not provide suitable nesting habitat for peregrine falcon, based on a field assessment of site conditions and lack of cliff ledges and lack of large trees. However, there is suitable nesting habitat in the vicinity of the project site. Additionally, there is suitable foraging habitat within and in the vicinity of the project site. Based on site conditions and known nearby occurrences, there is a moderate potential for American Peregrine falcon to forage within the project site, including the project footprint, but the birds are not expected to nest within the project site or footprint.

Bald eagle. The bald eagle (*Haliaeetus leucocephalus*) is found throughout North America and areas of Mexico. The bald eagle is a California Fully Protected species and listed as endangered under CESA. It typically nests in undisturbed forested areas adjacent to large bodies of water. Bald eagles are tolerant of human activity when feeding and may congregate around fish processing plants, dumps, and below dams where fish concentrate. In winter, bald eagles can also be seen in dry, open uplands if there is access to open water for fishing. Bald eagles nest in trees, on cliff faces, or on the ground. If available, they prefer to nest in tall conifers that protrude above the forest canopy. Bald eagles may also nest in deciduous trees, mangroves, and cactus. Bald eagle primarily feed on fish but will eat a wide variety of foods, including birds, reptiles, amphibians, and small mammals.

There are several documented occurrences for bald eagle in the vicinity of the project site. However, the project site provides marginal nesting habitat for bald eagle, based on a field assessment of site conditions and lack of suitable nesting habitat as well as the presence of disturbed and developed habitat. There may be suitable nesting habitat in the vicinity of the project site. Additionally, there is suitable foraging habitat within and in the vicinity of the project site. Based on site conditions and known nearby occurrences, there is a moderate potential for bald eagle to forage within the project site, including the project footprint and a low potential for nesting within the project site or footprint.

Golden eagle. The golden eagle (*Aquila chrysaetos*) is found throughout western North America and Mexico. The golden eagle is a California Fully Protected species. It can be found in open mountains, foothills, plains, open country. In the north and west, it is found over tundra, prairie, rangeland, or desert. They nest most often on a cliff ledges, but they also frequently nests in large trees and sometimes on abandoned structures. Nest sites may be used for many years. The golden eagle searches for prey by soaring high or by flying low over slopes; it also watches for prey from high perches. It is not considered very tolerant of human disturbance near nest sites.

There are several documented occurrences for golden eagle in the vicinity of the project site. However, the project site provides marginal nesting habitat for golden eagle, based on a field

assessment of site conditions and lack of suitable nesting habitat as well as the presence of disturbed and developed habitat. There may be suitable nesting habitat in the vicinity of the project site. Additionally, there is suitable foraging habitat within and in the vicinity of the project site. Based on site conditions and known nearby occurrences, there is a moderate potential for golden eagle to forage within the project site, including the project footprint and a low potential for nesting within the project site or footprint.

Yellow warbler. Yellow warbler (*Setophaga petechia*) is designated as a CSSC. It is a summer resident from March through October and breeds from April through July. It mainly breeds in riparian vegetation in close proximity to water along streams and in wet meadows. They are mainly found in willows and cottonwoods foraging from low levels up to treetops to take insects. It winters in the tropics. Habitat loss and degradation are most likely the greatest threat to this species.

The yellow warbler is known from Auburn State Recreation with many years of observations, including an observation within the project site in 2012 and along the Quarry trail near the project site in 2017. There is suitable riparian breeding habitat within the project site. Based on suitable habitat and known occurrences, there is a high potential for yellow warbler to be present and breed within the project site, including the project footprint.

Yellow-breasted chat. Yellow-breasted chat (*Icteria virens*) is designated as a CSSC. It is a summer resident from March to September and breeds from April through August. It mainly breeds in early successional riparian habitat with a well-developed, dense shrub layer and open canopy. It winters in the tropics, where it is found in open scrub and woodland edges in lowland areas. The chat forages by searching among foliage among dense low tangles or by perching to eat insects and berries. Habitat loss and degradation are most likely the greatest threat to this species.

Yellow-breasted chat is known from Auburn State Recreation with many years of observations, including an observation within the project site in 2006 and at the Cool Cave Quarry area in 2015. There is suitable riparian breeding habitat within the project site. Based on suitable habitat and known occurrences, there is a high potential for yellow breasted chat to occur and breed within the project site, including the project footprint.

Special-Status Mammals

Pallid bat. Pallid bat (*Antrozous pallidus*) is designated a CSSC. It is a species of bat that ranges from western Canada to central Mexico. Pallid bats are typically found in arid or semi-arid habitats, often in mountainous or rocky areas near water. They are also found over open, sparsely vegetated grasslands. During the day time, pallid bats typically roost in caves, cracks and crevices, which may include tile roofs, exfoliating bark of trees, rocky outcrops, or inside buildings. A night roost is usually less protected than a day roost; for example, open porches or ramadas may be used as night roosts by this species. In the winter time, this species may experience short periods of torpor, often in buildings, caves, or cracks in rocks. Pallid bats are insectivores that feed on arthropods such as crickets and are capable of consuming up to half their weight in insects every night. Pallid bats are gleaners, capturing prey from the ground and transporting it to their night roost for consumption. Like the majority of bat species, pallid bats are capable of using echolocation while foraging and traveling from their roost sites to foraging grounds. However, they may also opt to not echolocate while foraging, and instead use their large ears to locate insects on the ground. This species is sensitive to noise disturbance when roosting.

Although not observed on site, the pallid bat is known to occur in riparian areas in the Sierra foothills and have been documented in Placer County near the South Fork of the American River as recently as 2017. This species may roost within large tree cavities (if present) or structures within the project site. This species may also forage within the project site. Since the project site provides suitable roosting and foraging habitat, pallid bat is considered to have a moderate potential to occur within the project site, including the project footprint.

Townsend's big-eared bat. Townsend's big-eared bat (*Corynorhinus townsendii*) is designated as a CSSC. It is a medium-sized bat with extremely long, flexible ears, and small yet noticeable lumps on each side of the snout. They are found in a variety of habitats from forests to desert scrub. They prefer to roost in open caves. However, they will use a variety of other roost types, particularly abandoned buildings, mines, tunnels, and tree cavities. When roosting they prefer large open areas and do not tuck themselves into cracks and crevices like many other bat species. This species is sensitive to disturbance and it has been documented that they will abandon roost sites after human interference. Townsend's big-eared bat hibernates throughout its range during winter months when temperatures are between 0°C and 11.5 degrees Celsius (32-53 degrees Fahrenheit). While hibernating, it hangs alone or in small groups in the open, with fur erect to provide maximum insulation and with ears coiled back. These bats emerge late in the evening to forage and are swift, highly maneuverable fliers. Prey items include small moths, flies, lacewings, dung beetles, and sawflies.

Townsend's big-eared bat has been documented in the Sierra foothills within Placer County. This species may roost within large tree cavities (if present) in both riparian and upland habitats. The project site provides foraging habitat and may provide suitable roosting habitat. Therefore, Townsend's big-eared bat is considered to have a moderate potential to occur within the project site, including the project footprint.

Western red bat. Western red bat (*Lasiurus blossevillii*) is designated as a CSSC. The western red bat roosts primarily in tree foliage, especially in cottonwood, sycamore, and other riparian trees or orchards. The bat prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging, including grasslands, shrublands, and open woodlands. They are solitary by nature but will gather in larger nursery roosts during the summer.

Western red bat is known to occur within riparian areas in the Sierra foothills. This species may roost in the foliage of riparian vegetation within the project site. This species may also forage within the project site. Since the project site provides suitable roosting and foraging habitat, western red bat is considered to have a moderate potential to occur within the project site, including the project footprint.

Sensitive Habitats. Sensitive habitats are those that are considered rare in the region, support special-status plant or wildlife species, or receive regulatory protection (i.e., CWA §§404 and 401, California Fish and Game Code §1600 *et seq*., or the Porter-Cologne Act). In addition, the CNDDB has designated a number of plant communities as rare.

MIG biologist David Gallagher performed a wetland delineation of the project site on January 2 and 3, 2018 and prepared a jurisdictional waters and wetland delineation report, attached as Appendix B. Based on an assessment of the waters of the U.S., including wetlands, using the Wetland Delineation Manual, Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, and A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States, the project site is adjacent to a jurisdictional water: the Middle Fork of the American River, which is

Traditional Navigable Water. However, no work would be conducted within below the OHWM of the Middle Fork; therefore, Section 401/404 permits under the CWA are not required.

The project site also contains eight non-tidal intermittent streams (seven erosional gullies and one engineered drainage ditch) with bed and bank topography. All streams were delineated within the project site by interpreting and mapping the OHWM, following established USACE criteria. The USACE states that erosional features, such as gullies and drainage ditches characterized by intermittent flow are generally not jurisdictional if they do convey flow from a navigable water or tributary to another navigable water within the project site. However, the intermittent streams may be subject to jurisdiction by the RWQCB under the Porter-Cologne Act and CDFW (Sections 1600-1616 of the California Fish and Game Code).

The project site contains riparian habitat associated with the Middle Fork as defined by Sections 1600-1603 of California Fish and Game Code and may be subject to jurisdiction by CDFW. Riparian habitat (habitat along the banks of a river or a wetland) is considered a sensitive habitat (Figure 7).

Special Status Plants. No special-status plant species are expected to occur within the project site. This determination was made due to the lack of essential habitat requirements for the species, the lack of known occurrences close to the project site, lack of connectivity with areas of suitable or occupied habitat, and/or the project site is not within the species' known range of distribution.

3.4.3 Discussion

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 or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation. Hardhead is assumed to be present within the Middle Fork of the American River, which is adjacent to the project site. The project could result in temporary impacts to hardhead due to sediment runoff and unintentional release of contaminants from construction activities. Mitigation Measure BIO-1A, included below, would reduce potential project-related impacts to hardhead to a less than significant level.

Impact BIO-1: The proposed project could impact hardhead, a CSSC.

Mitigation Measure BIO-1A: To avoid impacts to hardhead, silt fencing will be installed between the work areas to minimize sedimentation into the Middle Fork of the American River or a silt barrier can be added to the wildlife exclusion fence to minimize the amount of fencing installed within the project area (See Mitigation Measure BIO-2B). During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence will be repaired in a timely manner.

Effectiveness: This measure along with strict adherence to any conditions of the Regional Water Quality Control Board and the California Fish and Game Code Section 1600 Lake and Streambed Alteration Agreement would minimize and/or avoid impacts to hardhead. Additionally, conditions contained in a necessary Storm Water Pollution Prevention Plan and requirements of a NPDES permit would further negate impacts to hardhead.

Implementation: By CDPR or its contractor.

Timing: The silt fencing shall be installed prior to the start of construction activities and the employee education program shall be conducted for all personnel that enter the project area.

Monitoring: By CDPR or its contractor.

CRLF, a CSSC and a threatened species under the Federal Endangered Species Act; foothill yellow legged frog, a CSSC and a candidate threatened species under the California Endangered Species Act; and WPT, a CSSC, have a moderate potential to occur on the project site, including the project footprint, and the Middle Fork of the American River, which is adjacent to the project site. Direct impacts to CRLF, foothill yellow-legged frog, WPT could occur if individuals move into work areas and become trapped or crushed. In addition, the project could result in temporary impacts to these species by increasing sedimentation in the Middle Fork of the American River.

This impact is potentially significant. However, with the implementation of Mitigation Measures BIO-2A to 2G, the impacts from the project would be less than significant.

Impact BIO-2: The proposed project could impact CRLF, a CSSC and a threatened species under the Federal Endangered Species Act; foothill yellow legged frog, a CSSC and a candidate threatened species under the California Endangered Species Act; and western pond turtle, a CSSC.

Mitigation Measure BIO-2A: An employee education program will be conducted, consisting of a brief presentation to explain biological resources concerns to contractors, their employees, and any other personnel involved in construction of the project. The program will include the following: a description of relevant special-status species, nesting birds, and bats along with their habitat needs as they pertain to the project; a report of the occurrence of these species in the vicinity of the project site, as applicable; an explanation of the status of these species and their protection under the federal and state regulations; a list of measures being taken to reduce potential impacts to natural resources during project construction and implementation; and instructions if a special-status species is found onsite. A fact sheet conveying this information will be prepared for distribution to the above-mentioned people and anyone else who may enter the project site.

Mitigation Measure BIO-2B: A qualified biologist will conduct a pre-construction survey within the project site for the presence of CRLF, foothill yellow-legged frog, and WPT. The survey will be conducted immediately prior to the initial onset of project activities. If any of these species are found, work will not commence until the appropriate state and/or federal resource agencies are contacted and avoidance measures are in place.

Mitigation Measure BIO-2C: A wildlife exclusion/environmental fence with exit funnels at ground level every 25 feet will be erected around active construction areas to prevent the movement of animals into active construction areas. The fence should be a minimum of three feet in height, buried in the soil at least four inches, and the base backfilled to form a tight seal to discourage CRLF, foothill yellow-legged frog, and WPT from crawling under and entering the project site. If the fence cannot be buried, the base will be weighed down and sealed with gravel bags. During construction, the fence shall be checked every day for damage or breaks before construction activities commence. Any damage to the fence will be repaired in a timely manner.

Mitigation Measure BIO-2D: Site inspections of the area inside of the wildlife exclusion/environmental fence for CRLF, foothill yellow-legged frog, and western pond turtle will be conducted at the discretion of the CDFW approved biologist. If CRLF or foothill yellow-legged frogs are found, construction activities will not be allowed to start, and the USFWS and CDFW will be consulted on an appropriate course of action. Such action could include leaving the animal alone to move away on its own or the relocation of the animal to outside of the project area. Any WPT found may be removed and released away from the project area.

Mitigation Measure BIO-2E: The use of monofilament or plastic netting-based erosion control blankets are prohibited. If netting is used, it should be manufactured from 100% biodegradable non-plastic materials such as jute, sisal, or coir fiber. All holes greater than one-foot deep must be sealed overnight to prevent the entrapment of wildlife. Where holes or trenches cannot be sealed, escape ramps that are no greater than 30% slope will be positioned such that entrapped wildlife will be able to escape. The escape ramps should be at least one-foot wide and covered/fitted with a material that provides traction.

Effectiveness: These measures would minimize and/or avoid impacts on CRLF, foothill yellow-legged frog, and WPT.

Implementation: By CDPR or its contractor.

Timing: The exclusion fence shall be installed prior to the start of construction. The survey shall be conducted prior to the start of project activities. Inspections shall be conducted on all days when project-related activities are occurring. The employee education program shall be conducted for all personnel that enter the project area.

Monitoring: A report describing the result of the pre-construction survey will be submitted to CDPR within 24 hours after the survey. Additionally, CDPR will be notified immediately if a special-status species is found within the project area.

Yellow warbler, a CSSC and yellow-breasted chat, a CSSC have a high potential to nest in the project site, including the project footprint. Nesting birds, including yellow warbler and yellow-breasted chat, are protected under the Migratory Bird Treaty Act and California Fish and Game Code. Other nesting birds are also potentially present in the trees and shrubs on or near the project site. Vegetation removal during the avian breeding season (generally February 1 to September 15) could cause injury to individuals or nest abandonment. In addition, construction noise and activity could temporarily disturb nesting or foraging birds, potentially resulting in the abandonment of nest sites. This impact is potentially significant. However, with the implementation of Mitigation Measures BIO-3A to 3C, the impacts from the project would be less than significant.

Impact BIO-3: The proposed project could impact nesting birds protected under the Migratory Bird Treaty Act and California Fish and Game Code. This impact is potentially significant. However, with the implementation of Mitigation Measures BIO-3A to 3C, the impacts from the project would be less than significant.

Mitigation Measure BIO-3A: To avoid impacts to nesting birds and violation of state or federal laws pertaining to migratory birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (that is, prior to February 1 or after September 15) if possible. If construction and construction noise occurs within the avian nesting season (from February 1 to September 15), all suitable habitats located within the project

footprint including staging and storage areas plus a 150-foot (non-raptors) and 600-foot (raptor nests) buffer around these areas shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented and submitted to CDPR prior to initiation of project construction.

If it is determined that birds are actively nesting within the survey area, Mitigation Measure BIO-3B shall apply. Conversely, if the survey area is found to be absent of nesting birds, Mitigation Measure BIO-3B shall not be required.

Mitigation Measure BIO-3B: If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within 150 feet of non-raptor nests and 600 feet of raptor nests, or as determined by a CDPR Environmental Scientist or CDPR approved biologist.

Mitigation Measure BIO-3C: Same as Mitigation Measure BIO-2A.

Effectiveness: These measures would minimize and/or avoid impacts on nesting birds.

Implementation: By CDPR or its contractor.

Timing: This survey shall be conducted no more than 5 days before the start of construction.

Monitoring: A report describing the result of the pre-construction nesting bird survey will be submitted to CDPR within 24 hours after the survey.

Pallid bat, a CSSC, Townsend's big-eared bat, a CSSC, and western red bat, a CSSC, have a moderate potential to roost and forage in the project area, including the project footprint. Additionally, trees on the project site have the potential to support roosts for other bat species. Removal or disturbance of roost habitat may result in significant impacts to bat populations if an occupied or perennial (but unoccupied) maternity or colony roost is disturbed or removed. Direct impact to roosting bats may occur as a result of the removal of trees and/or structures. Indirect impacts include noise and vibration associated with construction activities that may result in the flushing of roosting bats, thereby exposing them to an increased risk of predation and/or abandonment of a colony or maternity roost. Bats are protected by the California Fish and Game Code as "nongame mammals" (see Regulatory Setting above). Therefore, the proposed project has the potential to impact roosting bats. However, with the implementation of Mitigation Measures BIO-4A and BIO-4B the impacts from the project would be less than significant.

Impact BIO-4: The proposed project has the potential to impact pallid bat, a CSSC, Townsends's big-eared bat, a CSSC, and western red bat, a CSSC, as well as other roosting bats protected by the California Fish and Game Code. This impact is potentially significant. However, with the implementation of Mitigation Measures BIO-4A to 4B, the impacts from the project would be less than significant.

Mitigation Measure BIO-4A: Before the start of construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, tree removal, vegetation removal, fence

installation, demolition, and grading), a survey for tree cavities suitable for roosting bats and other roost habitats will be conducted by a CDPR Environmental Scientist or CDPR approved biologist at least 14 days before commencement of any site disturbance activities and equipment mobilization. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, or grease or urine stains around openings in trees or structures. If suitable tree cavities or other roost habitats are found, an emergence survey of the cavities will be conducted by a CDPR Environmental Scientist or CDPR approved biologist for colony bat roosts before the onset of construction-related activities. If an occupied maternity or colony roost is detected, CDFW shall be consulted to determine appropriate measures, such as bat exclusion methods, if the roost cannot be avoided. The results of the surveys shall be documented. If signs of bats are detected, CDFW should be contacted about how to proceed.

Mitigation Measure BIO-4B: Same as Mitigation Measure BIO-2A.

Effectiveness: These measures would minimize and/or avoid impacts on roosting bats.

Implementation: By CDPR or its contractor.

Timing: This survey shall be conducted at least 14 days before the start of construction.

Monitoring: A report describing the result of the pre-construction bat roost habitat survey will be submitted to CDPR within 24 hours of the survey.

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?

Less Than Significant Impact with Mitigation. The project site is adjacent to the Middle Fork of the American River, which is a jurisdictional water. The project footprint contains eight non-tidal intermittent streams (seven erosional gullies and one engineered drainage ditch). These intermittent streams would be permanently impacted by construction activities since they are within the old MX Track, which is proposed to be returned to grade and within the proposed new parking area. The intermittent streams are potential waters of the State and subject to RWQCB and CDFW jurisdiction. The proposed project could have indirect effects on the Middle Fork due to sediment runoff and unintentional release of contaminants from construction activities, which could result in decreased water/habitat quality. Additionally, the project footprint includes riparian habitat as defined by CDFW. The proposed project includes grading within the Top of Bank as well as removal of riparian vegetation. Therefore, the proposed project will result in impacts to riparian habitat, intermittent drainages, as well as potentially impact the Middle Fork of the American River. However, with the implementation of Mitigation Measures BIO-1A to 1C, and BIO-5A to BIO-5F, the impacts from the project would be less than significant.

Impact BIO-5: The proposed project would impact riparian habitat as well as eight intermittent drainages and has the potential to impact the Middle Fork of the American River.

Mitigation Measure BIO-5A: Same as Mitigation Measure BIO-2A.

Mitigation Measure BIO-5B: Work in the riparian area shall be restricted to periods of low rainfall (less than ¼" per 24-hour period) and dry weather. No work shall occur during a dry out period of 24 hours after the wet weather referenced above.

Mitigation Measure BIO-5C: Prior to project activities, a CDPR Environmental Scientist or CDPR approved biologist will clearly delineate riparian vegetation, including trees to be avoided and protected from construction activities. Disturbance or removal of vegetation shall not exceed the minimum necessary to complete operations. All cleared material/vegetation shall be removed out of the riparian area.

Mitigation Measure BIO-5D: Any contaminated water, sludge, spill residue, or other hazardous compounds generated during project implementation will be disposed of outside park boundaries at a lawfully authorized destination. The appropriate agencies shall be notified immediately by CDPR of any spills and shall be consulted regarding clean-up procedures.

Mitigation Measure BIO-5E: The project area shall be kept clear of trash to avoid attracting wildlife. All food and garbage will be placed in sealed containers and regularly removed from the site. Following construction, any trash, debris, or rubbish remaining within the work limits shall be collected and hauled off to an appropriate facility.

Mitigation Measure BIO-5F: All areas of disturbed soil within the project site shall be restored using native grass seeds, native grass plugs, and/or a mix of quick growing sterile non-native grass with native grass seeds. The provision does not apply to the track sections of the relocated MX Track.

Effectiveness: These measures would minimize and mitigate for impacts to riparian habitat, intermittent drainages, and the Middle Fork of the American River.

Implementation: By CDPR or its contractor.

Timing: Before and during project-related activities.

Monitoring: By CDPR or its contractor.

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?

Less Than Significant Impact. There are no state or federally protected wetlands within the project site, and the project site is above the OHWM of the Middle Fork of the American River. Therefore, the project is not under USACE jurisdiction. The proposed project could potentially impact the Middle Fork of the American River and intermittent streams that may be subject to jurisdiction by the RWQCB. The impacts, however, would be avoided through implementation of the Storm Water Pollution Prevention Plan for the project, which will support a NPDES permit. Such measures include use of sediment barriers, restricting vegetation removal to only that needed to carry-out the project, and restoring areas left bare by the construction activity. Also measures contained in the OHV Best Management Practices Manual for Erosion and Sediment Control would be implemented.

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?

Less than Significant Impact with Mitigation. Project activities would directly impact the intermittent drainages and riparian habitat due to grading and removal of vegetation within the project footprint, as well as potentially impact the Middle Fork of the American River due to

sediment runoff and unintentional release of contaminants. However, since the project site is adjacent to natural open space, terrestrial wildlife could move around the project area during construction. Additionally, the intermittent drainages are not likely to be used by aquatic wildlife since they only convey water during or briefly after rain events. Also, no work would take place below the OHWM of the Middle Fork of the American River. However, the project may still potentially impact wildlife movement within, upstream, and downstream of the project site during project activities. The proposed project is not expected to permanently impact existing wildlife movement corridors or create new barriers to wildlife movement. Relocation of the MX Track and parking area would maintain wildlife access across the site.

Impact BIO-6: The proposed project has the potential to impact wildlife movement within, upstream, and downstream of the project area during project activities. However, with the implementation of Mitigation Measures BIO-2A to BIO-2E, the impacts from the project to wildlife movement would be less than significant.

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

No Impact. The project site is located on land owned by the USBR and is therefore exempt from local municipal codes and general plan policies

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

No Impact. The proposed project is not within an area covered by a Habitat Conservation Plan or Natural Community Conservation Plan. As a result, the project will have no impact related to a conservation plan.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

3.5.1 Environmental Setting

A survey of the project site for cultural resources was conducted by CDPR Archaeologist Phil Hines for the maintenance of the MX Track in 2002. The closest historic resource to the project area is a rock retaining wall located across and uphill of the Mammoth Bar OHV Park's main access road (Space Imaging Solutions 2002). USBR determined in 2006 that this structure, debris from a historic residence, was not eligible for inclusion in the National Register (USBR 2006). There were no cultural resources found within the MX Track footprint where the relocation work would be conducted. In 2006, USBR completed a Section 106 process for CDPR's proposed MX Track dust control program at the Mammoth Bar OHV area. USBR concluded that the MX Track dust control program would not affect properties listed in, or eligible for listing in, the National Register of Historic Places (USBR 2006).

State Park's Archaeologist Jay Baker concluded that since the Proposed Action is totally contained within the area affected by the grooming and maintenance work previously assessed, no impacts to cultural resources are expected (Baker 2018).

Additionally, the USBR completed a Section 106 process for CDPR's proposed MX Track dust control system at the Mammoth Bar OHV area in 2006. USBR concluded that the MX Track dust control project would not affect properties listed in, or eligible for listing in, the National Register of Historic Places (USBR 2006).

3.5.2 Discussion

Would the project:

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

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

No Impact (Responses a and b) The project would not adversely affect districts or sites listed in, or eligible for listing in, the National Register of Historic Places, nor would it result in loss or destruction of historical resources (CDPR 2002c). The closest historic resource to the project

site is a rock retaining wall located across and uphill of the Park's main access road (Figure 5 in Space Imaging Solutions 2002a).

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. CDPR completed a Project Evaluation Form (PEF) for the grooming and maintenance of the MX Track, the 90-cc track and the ATV training area in 2002. According to that PEF no activities associated with the OHV grooming and maintenance work at Mammoth Bar would affect cultural resources (CDPR Hines, 2002). It further stated that all of the track and training areas have been previously surveyed for cultural resources by Archaeologists at CDPR (CDPR, Hines, 2002). Since the MX Track relocation project is totally contained within the area affected by the grooming and maintenance work previously assessed, no impacts to cultural resources are expected.

3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.6.1 Discussion

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. CDPR would use only as much heavy equipment as is needed to rebuild the relocated MX Track, establish a new access route, and relocate the parking/picnic area. Each type of equipment would operate only when needed. Once the project has been completed the equipment would be removed from the project site.

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

No Impact. As the project is taking place on federal land, the restoration project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 risks to life or property?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 Environmental Setting

The Sierra Nevada foothill region that includes the Auburn SRA is underlain by a wide band of metamorphosed rock known as the Western Metamorphic Belt. The belt of altered rock crops out along most of the lower western flank of the Sierra Nevada, marking what had been the subduction zone margin between the North American and Pacific tectonic plates more than 150 million years ago (California Geological Survey 2017).

The rock on the steep hillsides above Mammoth Bar and the MX Track consist of metamorphosed sedimentary rock, such as shales and slates, and metamorphosed volcanic

rock (California Geological Survey 2017). The soil cover is relatively thin. Many of the Mammoth Bar motorcycle trails on these slopes are on the metamorphic rock.

Mammoth Bar is a broad U-shaped, gravel and cobble river bar formed where the Middle Fork bends around a ridge of resistant metamorphic rock (Figure 1). An older, broad river terrace lies several feet above the western, downstream portion of the U-shaped bar. The terrace is modestly developed with a dirt and gravel parking area and the MX Track. Shade remadas and several mature trees are also found here (Figure 2). The parking area is approximately 1.4 acres, and, as noted previously, the area that contained MX Track was about 3.4 acres (Figure 4) before the high river flows of 2017.

The high river flows in January and February 2017 eroded the western portion of the MX Track area, as previously noted (Figure 3). This left a sheer bank approximately 10 to 15 feet high (Figure 8). Based on observations of the bank, dirt fill for the western portion of the MX Track was compacted over older, horizontally-layered and moderately indurated sand- and siltstone terrace deposits, as shown in the photograph below.

Figure 8. Bank of West Side of MX Track Eroded by February 2017 High Water Flow Along Channel Braid.

Space Imaging Solutions prepared a report on the geologic and hydrologic conditions at the Mammoth Bar OHV Area (Space Imaging Solutions 2005), which are still relevant to the project site. The following excerpt is from that report. “The Bear Mountain Fault Zone (central part of the Foothills fault system) is located approximately 3.5 miles to the southwest of the OHV area and

includes the Melones Fault Zone, as well as numerous smaller, but related faults. According to the Fault Activity Map for California, these faults have not exhibited evidence of Quaternary displacement activity within the last 1.6 million years (Jennings 1994)."

A soils study of the OHV area was prepared by Space Imaging Solutions (Space Imaging 2005). According to the soils study, soils exhibiting characteristics similar to those of the Auburn and Sobrante soil series dominate the OHV area. Auburn soils consist of shallow to moderately deep, well drained soils formed in vertically tilted material weathered from metamorphic rock, amphibolite shist. Boomer soils occur in the eastern portions of the OHV area along ridge tops and on east and north-facing slopes in narrow gulches. Boomer soils are differentiated in the field by the presence of a thick duff layer, dense tree canopy and their increased depth. At the base of the OHV area are several bar units that occur in and along the channels of the Middle Fork. This material consists of a highly stratified stony and bouldery sand that is typically barren except for isolated areas containing riparian vegetation. The MX Track footprint contains altered soils and fill that has been placed over river gravel (Space Imaging Solutions 2005). This material was brought in to create the track in the late 1990s (Space Imaging Solutions 2002a).

CDPR is required to implement the standards and procedures of the 2008 Soil Conservation Guideline and Standards for OHV management at all state vehicular recreation areas including Mammoth Bar OHVA. As required by the Soil Conservation Guideline and Standards, soil loss monitoring is conducted each year and an annual report is prepared by an Environmental Scientist on the condition of the trails. OHV riding is restricted to established and designated trails and tracks to reduce disturbance to natural resources. Trails and tracks are closed temporarily during wet weather to prevent damage and reduce soil erosion.

3.7.2 Discussion

Would the project:

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

1. 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?

2. Strong seismic ground shaking?

3. Seismic-related ground failure, including liquefaction?

4. Landslides?

No Impact (Responses a1 – a4). Space Imaging Solutions prepared a report on the geologic and hydrologic conditions at the Mammoth Bar OHV Areas (Space Imaging Solutions 2005). The geologic conditions on the site as described by Space Imaging Solutions are still relevant to the proposed project. The following excerpt is from that report. "The Bear Mountain Fault Zone (central part of the Foothills fault system) is located approximately 3.5 miles to the southwest of the OHV area and includes the Melones Fault Zone, as well as numerous smaller, but related faults. According to the Fault Activity Map for California, these faults have not exhibited evidence of Quaternary displacement activity within the last 1.6 million years (Jennings 1994)." Based upon the above, the report further states "the Seismic Shaking Map of California indicates there is a 10% probability of the OHV area exceeding peak ground acceleration 0.2g

within the next 50 years (Paterson et. al. 1999).” The project would not cause adverse effects related to seismic events, including liquefaction.

The Space Imaging Solutions report also indicates that “active landslide features located within the OHV area are primarily associated with horizontal trail cuts into the native slope material, primarily along the Riverbar Trail” (Space Imaging Solutions 2005). The project site is well away from the steep slopes of the Riverbar Trail and would not be subject to landslides.

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

Less than Significant Impact. The MX Track contains altered soils and fill that have been placed over riverwash (Space Imaging Solutions 2005). This material was brought in to create the track in the late 1990s (Space Imaging Solutions 2002a). During the storms of January and February 2017, some of the altered soils and fill were washed away by flood waters. Only the most compact of the fill remained after the flood waters receded. The relocated track would use existing material to reconstruct the track and the track would be moved uphill, away from the river, to prevent high river flows from washing out portions of the track. Mitigation Measures BIO-5A to BIO-5H would ensure minimization of soil erosion during the track relocation work.

There are no geotechnical effects related to operation of the track once it has been relocated and reopened due to the absence of significant geologic features (landslides, fault zones) in or near the track footprint. However, soil erosion could occur from the ongoing use of the track once it has been relocated and reopened. Regular maintenance of the track conducted under a Stream Alteration Agreement with CDFW (refer to Appendix A) would minimize loose soils through watering and compaction and other erosion control measures. Finally, the ongoing use of the MX Track requires compliance with the OHMVR Division’s Soil Guideline and Standards.

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?

No Impact. The MX Track is located on relative level terrain with underlying riverwash substrate (Space Imaging Solutions 2005). There are no unstable geologic units present.

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?

No Impact. The soil on which the track exists is riverwash, and portions of the track are made from altered soils brought in to build the track. There are no expansive soils present that would create a substantial risk to life or property.

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?

No Impact. The project does not propose installation of new septic tanks nor does the project create the need for a system for disposal of additional wastewater.

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

No Impact. The soil on which the track exists is riverwash, and portions of the damaged track that will be used to rebuild the relocated track are made from altered soils brought in to

specifically to build the track. Therefore, the likelihood of encountering a unique paleontological resource or site or unique geologic feature is remote at this site.

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 Regulatory and Environmental Setting

Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). Many chemical compounds found in the earth's atmosphere exhibit the GHG property. GHG allow sunlight to enter the atmosphere freely. When sunlight strikes the earth's surface, it is either absorbed or reflected back toward space. Earth that has absorbed sunlight warms up and emits infrared radiation toward space. GHG absorb this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as "Global Warming", although the term "Global Climate Change" is preferred because effects are not just limited to higher global temperatures.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change.

Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880) and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800's to 408 ppm in January 2018 (NOAA 2018). The effects of increased GHG concentrations in the atmosphere include climate change (increasing temperature and shifts in precipitation patterns and amounts), reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities.

CARB is the lead agency for implementing Assembly Bill (AB) 32, the California Global Warming Solutions Act adopted by the Legislature in 2006. AB 32 requires the CARB to prepare a Scoping Plan containing the main strategies that will be used to achieve reductions in GHG emissions in California.

In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million metric tons of carbon dioxide equivalents (MTCO2e) (CARB 2007). In 2008, CARB adopted its Climate Change Scoping Plan, which projects, absent regulation or under a "business as usual" (BAU) scenario, 2020 statewide GHG emissions levels of 596 million MTCO2e and identifies the numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million MTCO2e of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009). In 2011, CARB released a supplement to the 2008 Scoping Plan Functional Equivalent Document (FED) that included an updated 2020 BAU statewide GHG emissions level projection of 507 million MTCO2e (CARB 2011), and in 2014 CARB adopted its First Update to the Climate Change Scoping Plan (CARB 2014). On December 14, 2017 CARB adopted the second update to the Scoping Plan, the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update). The primary objective of the 2017 Scoping Plan Update is to identify the measures needed to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030), as established under Executive Order B-30-15 and SB 32. The 2017 Scoping Plan Update identifies an increasing need for coordination among state, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. It notes emission reduction targets set by more than one hundred local jurisdictions in the state could result in emissions reductions of up to 45 MMTCO2E and 83 MMTCO2E by 2020 and 2050, respectively. To achieve these goals, the 2017 Scoping Plan Update includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons by 2050.

3.8.2 Discussion

Would the project:

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

Less than Significant Impact. Construction activities related to the proposed project would result in short-term GHG emissions from the use of construction equipment and worker trips. As estimated using CalEEMod (see "Air Quality" section) the proposed action would generate approximately 185 metric tons of carbon dioxide equivalents (MTCO2e) during construction. This is well below the PCAPCD-recommended GHG construction threshold of 10,000 MTCO2e. Project construction, therefore, would not result in GHG emissions that may have a significant impact on the environment.

Once operational, the project would not involve stationary sources of equipment that would consume substantial amounts of electricity or fuel, would not result in vehicle or camping activity at the park that exceeds permitted levels, and would not result in permanent land use changes that significantly alter existing recreation and vehicle use patterns. Attendance at the MX Track would not change as a result of the proposed project and therefore, the project would not result in an increase in operational GHG emissions.

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

No Impact. The proposed project would generate GHG emissions from mobile sources of equipment (construction equipment, OHVs) that are subject to regulation at the federal and state level. The project would not generate GHG emissions that may have a significant impact

on the environment and would not conflict with or impede the implementation of any potentially applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Environmental Setting

The Geologic and Hydraulic Report at the Mammoth Bar OHV Areas prepared by Space Imaging Solutions (2005) also contained a toxic substances inventory. The report concluded, "soil sampling … revealed little in the way of localized surface contamination of petroleum – based products (e.g., motor oil and fuel) within the area most likely to contain isolated petroleum spills or discarded engine parts. These areas specifically included the gravel parking lot, staging areas within the OHV circuit, and rider rendezvous points scattered at various locations."

No hazardous materials or areas identified on the Department of Toxic Substance Control's (DTSC) Hazardous Waste and Substances Site List (California DTSC, EnviroStor Website, November 2017) are located within the Mammoth Bar OHV area.

OHV trail and track users refuel their OHV vehicles in the parking area. This is the common practice in state and federal OHV areas in California. For minor fuel spills, CDPR staff has ready

access to fuel clean up kits at Mammoth Bar. If more significant or extensive fuel or hazardous material spills were to occur, state park staff would immediately notify the appropriate state agencies (i.e., the California Dept. of Forestry & Fire Protection and the CDFW - Office of Spill Prevention and Response) and the Placer County Office of Emergency Services Hazardous Materials Response Team for response and cleanup.

3.9.2 Discussion

Would the project:

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

Less than Significant Impact. The construction and operation of the project would not involve the routine transport, use, or disposal of hazardous materials such as asbestos, lead, toxic waste, etc. Gasoline and diesel are the only hazardous materials that would be involved in the track relocation work. There is potential for the heavy equipment used to carry out the track relocation work to spill petroleum products during operation and refueling. In addition, refueling of motorcycles using the track could cause gasoline and oils spills at the site. The following OHV BMPs related to vehicle and equipment fueling would apply to the project:

- Onsite vehicle and equipment fueling will only be used where it is impractical to send vehicles and equipment offsite for fueling.
- A dedicated fueling area will be established in the Mammoth Bar parking lot, protected from stormwater run-on and runoff, and located at least 50 feet away from downstream drainage facilities and watercourses. Fueling will be performed on a level-grade area.
- Drip pans or absorbent pads will be used during vehicle and equipment fueling.
- Fueling operations will not be left unattended.

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?

No Impact. A toxics inventory was conducted by Space Imaging Solutions and the results are reported in Space Imaging Solutions, 2005. There is no evidence to conclude that there have been any changes to the 2005 inventory. The report concluded that “soil sampling … revealed little in the way of localized surface contamination of petroleum –based products (e.g., motor oil and fuel) within the area most likely to contain isolated petroleum spills or discarded engine parts. These areas specifically included gravel parking lot and staging areas within the OHV circuit, and rider rendezvous points scattered at various locations.” As a result, no release of hazardous materials is expected to occur during the relocation of the MX Track.

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

No Impact. The proposed project does not involve the handling of hazardous materials and would not cause the emission of hazardous substances. None of the project components are within one-quarter mile of an existing or proposed school.

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?

No Impact. No hazardous material sites are known to occur on or near the project site. The project site is not on the Department of Toxic Substance Control's Hazardous Waste and Substance Site List (Cortese List) (CDTSC 2017).

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. The project site is not within two miles of a public airport or a private airstrip. The nearest municipal airport (Auburn) is more than five miles from the project site. The site is located at the bottom of a steep river canyon and would not be subject to airplane safety hazards for workers.

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

No Impact. An emergency action plan was prepared for the Middle Fork American River project by the Placer County Water Agency after a gate malfunction occurred at the Ralston Afterbay Dam in August 2004 (PCWA 2005). This project would not affect that adopted emergency action plan.

g. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?

No Impact. This is a State Recreation Area with allowable uses for outdoor recreation. The project does not involve any uses or change the future use of the recreation area in a way that would increase wildfire risk. In the event of a forest fire in the vicinity of the project, existing CDPR and USBR fire control and evacuation protocols would be implemented.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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 on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Environmental Setting

Flood Flow Analysis

The following flood flow analysis was conducted by CGS Senior Engineering Geologist Will Harris in June 2017 (CGS 2017). River flow data from the Oxbow (OXB) Station, about 20 miles upstream from Mammoth Bar, were used to perform a Log-Pearson Type III distribution flood frequency analysis. The OXB Station is managed by the Placer County Water Agency Flow, and peak flow data were obtained from the Department of Water Resources California Data Exchange Center website (http://cdec.water.ca.gov/). Peak flow for years from 1997 to 2017 were identified and incorporated into the analysis, though it should be noted that data for 1997 and 2017 represent partial years.

The 21 years of peak flow data were ranked before the frequency analysis was performed. The February 8, 2017, flow of 65,460 cubic feet per second (cfs) ranks as second highest in the record, and a flow of 85,784 cfs on March 17, 1999, is the highest recorded peak flow.

The collected data were then integrated into a Log-Pearson Type III distribution analysis. This type of frequency evaluation is commonly used for planning purposes in areas which may be affected by high river flows. The analysis determines the recurrence intervals for calculated peak high flows based on the distribution of recorded peak high flows (USGS 1982).

The common usage of recurrence interval terminology can be misleading. For example, a peak flow or flood is referred to as an event that occurs once over a certain period of time, such as a 50-year flood. But mathematically, a recurrence interval for a particular event refers to the percent chance the event will occur in any given year when considered over a 100-year timeframe. To use the 50-year flood example, 100 years divided by 50 years equals 2, so a 50-year flood has a 2% chance of occurring in any given year.

Table 2 provides the Log-Pearson Type 3 recurrence intervals of calculated peak high flows based on the peak flow data from OXB Station. The data indicate that the February 8, 2017, peak flow was a 15-year event, a volume of river flow that has a 6.67% chance of occurring in any given year.

Table 2. Flood Frequency Calculations using Log-Pearson Type III Analysis; Middle Fork American River, Oxbow Station (period of record 1997-2017)

Recurrence Interval (years)	Skew Coefficient K(-0.2166)	Calculated Peak Flow Q(cfs)
2	0.0146	15,122
5	0.8467	34,973
10	1.2721	53,685
25	1.7201	84,311
50	2.0046	112,299
100	2.2582	144,990
200	2.4899	183,110

3.10.2 Discussion

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant impact. The project has the potential to degrade water quality due to the close proximity of the project site to the Middle Fork American River, and the grading needed to relocate the track would create loose soil conditions. The impacts, however, would be avoided through implementation of the Storm Water Pollution Prevention Plan for the project, which will support a NPDES permit. Such measures include use of sediment barriers, restricting vegetation removal to only that needed to carry-out the project, and restoring areas left bare by the construction activity. No mitigation would be necessary.

As stated in the Geology and Soils section above, soil erosion could also occur from the ongoing use of the track once it has been relocated and reopened. Regular maintenance of the track conducted under a Stream Alteration Agreement with CDFW would minimize loose soils through watering and compaction and other erosion control measures. Finally, the ongoing use

of the MX Track requires compliance with the OHMVR Division's soil conservation program and soil loss guidelines.

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 proposed track relocation work would not be paved and, therefore, would not increase impervious surfaces in the project area. The project does not include any other features that would affect groundwater supply.

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 on- or offsite erosion or siltation;

Less than Significant Impact. The project has the potential to degrade water quality due to the close proximity of the project site to the Middle Fork American River, and the grading needed to relocate the track would create loose soil conditions. The impacts, however, would be reduced to insignificant through the use measures contained in the OHV Best Management Practices Manual for Erosion and Sediment Control.

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

Less Than Significant Impact. The MX Track relocation project would incorporate appropriate drainage facilities so that there would be no increase in the rate or amount of surface water running off the 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

Less than Significant Impact. The project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems. Water from the river would be used to control dust during construction and for dust suppression during operation, but only enough water to accomplish dust control would be use and would be directed at specific dust control generators.

iv) Impede or redirect flood flows?

Less than Significant Impact. In compliance with the OHMVR Division's soil conservation guidelines, the site grading plan would include the construction of appropriately sized drainage features that are augmented by re-contouring that enhances dispersion of storm flows, resulting in a natural flow.

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

No Impact. The project is not located in an area that is subject to seiches, tsunamis, or mudflows.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.11.1 Environmental Setting

The project is located within lands of the Auburn SRA. The OHV uses that occur at Mammoth Bar are allowable uses in the SRA. The MX Track has been operating under the terms of a Settlement Agreement between the Sierra Club, Friends of the River, and the Environmental Law Foundation (plaintiffs) against CDPR over its operation of the Mammoth Bar OHV Area. As a part of the Agreement, an interim management plan (IRMP) period was initiated that allows the OHV track and trail facility to continue to operate Sundays, Mondays, and Thursdays, and for the period October 1 through March 31, also on Fridays. The IRMP would stay in effect until a long-term management study of Auburn SRA is completed. CDPR is in the process of preparing a GP/IRMP for both the Mammoth Bar OHV facility and the larger Auburn SRA. A Task Force has been set up to help direct the study.

3.11.2 Discussion

Would the project:

a. Physically divide an established community?

No Impact. There is no established community in the project area, and none would be affected.

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. No land use and planning impacts would occur from the proposed project. The project involves relocating an existing MX Track that was damaged during storms of January and February 2017. The MX Track would continue to be operated consistent with the terms of the IRMP. The settlement agreement specifically states no expansion of the OHV facility would proceed during the interim management period. The current project is not an expansion of the existing use, as it would reinstate a use that was included under the IRMP.

3.12 MINERAL RESOURCES

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

3.12.1 Discussion

Would the project:

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

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

No Impact (Responses a – b). Construction of the proposed project would not result in the loss of availability of known mineral resources of regional or local importance as project construction would not require the removal of material from the area. In addition, it would not result in the establishment of land uses that would preclude mineral extraction in the event that important mineral resources are considered for removal in the future.

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 in other applicable local, state, or federal standards?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.13.1 Environmental Setting

The noise environment at Mammoth Bar varies depending on whether the OHV area is opened or closed. During open periods, the area is characterized by loud bursts of motorcycle noises with the intensity depending on the number of users. Noise at the site when the track is closed is restricted to the natural noise of the river, wind, airplanes/helicopters, and any vehicles arriving or departing the site. Occasionally during non-OHV operating hours, CDPR staff may conduct maintenance on the track and trail facilities, which may temporarily increase noise levels depending on the nature of the work and if heavy equipment is required or not.

3.13.2 Discussion

Would the project:

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 in other applicable local, state, or federal standards?

No Impact. OHV activities already take place in the project area. Relocating the track would not increase actual noise to levels above those that existed before the track was storm damaged.

The project may increase noise levels temporarily during project construction as a result of the need to conduct grading to relocate the track. Since the area is already subject to OHV noise, the noise of the work equipment would not significantly change the noise environment in the area. If the project is carried out during hours that the OHV area is closed, the ambient noise levels would be increased in areas near the track. However, the elevated noise levels would be short-term, lasting only 12 weeks, and recreational users can choose to limit their activities during construction.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact. No ground-borne vibrations would occur as a result of the proposed project.

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. The project area is not within two miles of a public airport or private airport or airstrip.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Discussion

Would the project:

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

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact (Responses a – b). No permanent population and/or housing would be generated as a result of the proposed project. The proposed project would not add any new permanent residents to the area. The proposed project would not displace existing housing in the area.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) 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:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

3.15.1 Discussion

Would the project:

a. 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:

1. **Fire protection?**
2. **Police protection?**
3. **Schools?**
4. **Parks?**
5. **Other public facilities?**

No Impact. The project is contained entirely within Auburn SRA and is serviced by CDPR Law Enforcement and CalFire. No local governmental facilities related to fire protection, police protection, schools, parks or other public facilities would be impacted by the proposed project, nor would any new local governmental facilities need to be built as a result of the proposed project.

The relocation of the MX Track would just reinstate an existing use and would not add a new use that would require an increase in the existing services provided by CDPR.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The project is located within the Mammoth Bar OHV Area of the Auburn SRA and provides recreational opportunities for both OHV enthusiasts and river rafters, among others. The recreational facilities at Mammoth Bar include two graded parking areas, six shade-ramadas, three picnic and BBQ areas, the MX Track (currently closed due to flood damage), a small motorcycle (90cc or less) MX Track, a trials motorcycle practice area, 12 miles of OHV trails (also used by downhill mountain bikers and hikers), an ATV training area (also used as an emergency helicopter landing zone), a 50-foot-long loading/unloading dock, a whitewater boating take-out area, six chemical toilets, a maintenance yard with heavy equipment, and two shipping containers holding equipment and tools used in the maintenance of Mammoth Bar OHV area.

Recreational use includes OHV riding on the MX Tracks, OHV trail riding, OHV trials riding, mountain biking, picnicking, river boating, hiking, nature viewing, swimming, sunbathing, and other river-related uses. Table 3 provides estimated monthly Mammoth Bar attendance in 2016.

Table 3. Mammoth Bar Attendance 2016

Month	Attendees
January	0*
February	1365
March	322
April	235
May	1764
June	1631
July	2198
August	1666
September	1659
October	735
November	844
December	770
TOTAL	13,189

Source: CDPR
*0 attendance may reflect weather conditions or park aide unavailable to work the booth and take attendance.

3.16.2 Discussion

Would the project:

a. **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. **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. (Responses a and b.) The MX track is an existing use operating under the 1992 Auburn SRA GP/IRMP. In 2016 the attendance at Mammoth Bar was just over 13,000. Relocating and reopening the track would benefit the OHV community by allowing a high-quality motocross experience in an area that has high OHV demand.

The relocated track is not considered an expansion of the use of the OHV area and is not expected to increase the pre-storm use of the OHV area. Long-term OHV use in Auburn SRA will be assessed in the GP/IRMP currently in preparation by CDPR and USBR.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

3.17.1 Environmental Setting

Access to the site is from Old Foresthill Road. The entrance to the Mammoth Bar OHV Area is located on Old Foresthill Road. The easiest access is from Foresthill Road off of Interstate 80 north of Auburn via the Foresthill exit. The entrance road travels down a steep hillside down to the river bar that gives the areas its name. Parking and staging facilities are located at the bottom of the hill just past the entrance station. OHV riders access the MX Track from the staging area.

3.17.2 Discussion

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 or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact (Responses a – b). No transportation related plans would be affected. The relocation of the track would not increase traffic in the area. Since the project is contained within a State Recreation Area, no county congestion management plans apply to the project. The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The MX track is an existing use operating under the 1992 Auburn SRA GP/IRMP and would not change existing travel patterns, including vehicle miles traveled.

c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The project would not increase or create traffic hazards due to a design feature or incompatible uses.

d. Result in inadequate emergency access?

No Impact. The project does not propose any changes or alterations to the existing highway and road networks that would create inadequate emergency access.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?	☒ Yes		☐ No	
Would the project:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resources, 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)?	☐	☐	☐	☒
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☐	☐	☒

3.18.1 Environmental Setting

Indian Trust Assets (ITAs) are legal interests in property held in trust for Indian tribes or individuals by the United States. It is USBR's policy to protect ITAs from adverse impacts resulting from its programs and activities. Frank Perniciaro, Native American Affairs Program Manager for USBR, stated that there are no Indian trust assets in Auburn SRA. The nearest Indian trust assets are located at the Old Auburn Rancheria, about 5 ½ miles southwest of Mammoth Bar, in NW1/4, SE1/4 Section 21, T12N, R8E.

3.18.2 Discussion:

Would the project:

Cause a substantial adverse change in the significance of a tribal cultural resources, 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)?

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

No Impact. The United Auburn Indian Community of the Auburn Rancheria consulted on the project and conducted a site visit with OHMVR Division and USBR cultural resource experts in May 2018. The tribe representative determined that the project would not impact tribal cultural resources.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
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 statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 Discussion

Would the project:

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

No Impact. There is no wastewater distribution system at the site. The site contains portable toilets for the park users. Impacts to water or wastewater treatment facilities would not occur.

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

No Impact. No new water supplies or entitlements would be needed for the track relocation project.

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?

No Impact. The project does not involve construction of any restrooms. All restrooms onsite are portable.

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 statutes and regulations related to solid waste?

No Impact. (Responses d – e) The amount of solid waste generated by at the site is not expected to change from what it was previously when the MX Track was up and running. The project complies with federal, state, and local statutes and regulations related to solid waste.

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones? If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	☒ Yes		☐ No	
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 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?	☐	☐	☐	☒

3.20.1 Discussion

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?

No Impact. Implementation of the project would not impair implementation of or physically interfere with the existing 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?

No Impact. The project would not exacerbate wildfire risks as all machinery and vehicles would remain away from heavily vegetated areas and all potentially spark producing equipment would be have spark arrestors.

c) Require the installation 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?

No Impact. The project does not involve the installation of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The work does not include the construction of fuel breaks, emergency water sources, power lines or other utilities. The work involves the one-time short duration use of machinery and labor to rebuild the relocated MX Track, relocate the existing parking and picnic facilities, and reroute the existing access road to the parking/raft take out areas and regular track repair and maintenance after relocation.

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?

No Impact. The project would not 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. The project is not within an urban/wildland interface and is fully contained in an existing recreational facility. The relocated track is not an expansion of the use of the OHV area.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the efforts of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Discussion

Would the proposed project:

a. 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?

Less than Significant Impact with Mitigation Incorporated. Mitigation measures as listed in this CEQA document would be applied to the project to avoid and minimize significant impacts to special-status species, riparian habitat, and erodible soils.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the efforts of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact. The project involves relocating existing allowable use of the MX Track that was damaged by storms of January and February 2017. The assessment of the ongoing OHV use at Mammoth Bar is currently taking place via a comprehensive environmental planning and review process being conducted as part of the General Plan for the Auburn SRA. That environmental

planning and review process is being carried out by the Gold Fields District and is overseen by a task force made up of representatives of the environmental groups, OHV users, and others.

c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The proposed project would be very short-term in duration. The project area is within SRA lands that are surrounded by sparsely populated areas. Neighboring communities would not be substantially impacted by this project. The project would not have environmental effects that would cause substantial adverse effects on humans, either directly or indirectly.

Chapter 4 REFERENCES AND REPORT PREPARATION

4.1.1 References

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