TRUCKEE WASH RACK
SEWER CONNECTION PROJECT

INITIAL STUDY
with Proposed Negative Declaration

NEVADA COUNTY, CALIFORNIA

DISTRICT 3 – NEV– 80 — Post Mile 15.661

EA 03-4J550 / EFIS 0323000204

Prepared by the
State of California Department of Transportation

March 2025

General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental impacts of the proposed Truckee Wash Rack Sewer Connection Project on Interstate 80 (I-80) in Truckee, Nevada County, at Post Mile 15.661.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and related technical studies are available upon request at: Truckee Library, 10031 Levon Avenue, Truckee, CA 96161
- This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-3/d3-programs/d3-environmental/d3-environmental-docs/d3-nevada-county
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:

  California Department of Transportation
  North Region Environmental–District 3
  Attention: Tracy Robinson
  703 B Street
  Maryville, CA 95901

- Send comments via e-mail to: Truckee Wash Rack@dot.ca.gov
- Be sure to send comments by the deadline: April 14, 2025

What happens after this?

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

Alternate Formats

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attention: North Region Environmental - District 3, 703 B Street, Marysville, CA 95901; (530) 825-5252 Voice, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

TRUCKEE WASH RACK
SEWER CONNECTION PROJECT

Connect the existing wash rack at the Truckee Maintenance Station to the municipal sewer system.

Interstate 80 in Nevada County
Post Mile 15.661 at the Truckee Maintenance Station on Keiser Avenue

INITIAL STUDY
with Proposed Negative Declaration

Submitted Pursuant to:

State: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

3/6/25
Date of Approval

Erin Dwyer, Office Chief
North Region Environmental–District 3
California Department of Transportation
CEQA Lead Agency

The following person may be contacted for more information about this document:

North Region Environmental – District 3
Tracy Robinson
703 B Street
Marysville, CA 95901
(530) 720-3499

or use the California Relay Service TTY number, 711, or 1-800-735-2922

Proposed **NEGATIVE DECLARATION**

Pursuant to: Division 13, California Public Resources Code

State Clearinghouse Number: (Pending)

PROJECT DESCRIPTION

The California Department of Transportation (Caltrans) proposes a maintenance project at the Truckee Maintenance Station (MS) in Nevada County at Post Mile 15.661. The project proposes to connect the existing wash rack to the municipal sewer system.

DETERMINATION

The proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an ND for this project. This does not mean that Caltrans' decision regarding the project is final. This ND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the proposed project would have *No Impact* on the listed resource topics below:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Noise

- Population Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

The proposed project would have *Less than Significant Impacts* to:

- Greenhouse Gas Emissions
- Hazards and Hazardous Waste
- Hydrology and Water Quality

_____ _____

Erin Dwyer, Office Chief
North Region Environmental–District 3
California Department of Transportation

Date

TABLE OF CONTENTS

LIST OF APPENDICES

LIST OF FIGURES

LIST OF TABLES

ACRONYMS AND ABBREVIATED TERMS

Acronym/Abbreviation	Description
AB	Assembly Bill
BMPs	Best Management Practices
BSA	Biological Study Area
CAL-CET	Caltrans Construction Emissions Tool
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPTI	Climate Action Plan for Transportation Infrastructure
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIA	Cumulative Impact Analysis
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CTP	California Transportation Plan
CWA	Clean Water Act
CWPP	Community Wildfire Protections Plan
Department	Caltrans
DOT	Department of Transportation
DP	Director's Policy
ECL	Environmental Construction Liaison
EIR	Environmental Impact Report
EO(s)	Executive Order(s)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESA(s)	Environmentally Sensitive Area(s)
ESL	Environmental Study Limits
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FR	Federal Register
GHG	Greenhouse Gas
GWP	Global Warming Potential
H&SC	Health & Safety Code

Acronym/Abbreviation	Description
HFCs	Hydrofluorocarbons
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
ISA	Initial Site Assessment
LRA	Local Responsibility Area
LRWQCB	Lahontan Regional Water Quality Control Board
MLD	Most Likely Descendent
MMT	million metric tons
MPO	Metropolitan Planning Organization
MS	Maintenance Station
MTP	Metropolitan Transportation Plan
N_2O	nitrous oxide
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NCTC	Nevada County Transportation Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic and Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OPC	Ocean Protection Council
OPR	Governor's Office of Planning and Research
PDT	Project Development Team
PM(s)	Post Mile(s)
Project	Truckee Wash Rack Sewer Connection Project
PRC	(California) Public Resources Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SLR	Sea Level Rise
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SS	Standard Specification
SSP	Standard Special Provision

Acronym/Abbreviation	Description
SWPPP	Stormwater Pollution Prevention Plan
U.S. or US	United States
SACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WPCP	Water Pollution Control Program

CHAPTER 1. PROPOSED PROJECT

1.1 Introduction/Project History

The California Department of Transportation (Caltrans) proposes the Truckee Wash Rack Sewer Connection Project, located on Keiser Avenue in Truckee, California, at Post Mile 15.661. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The Truckee Maintenance Station (MS) is an important Caltrans' operation that provides maintenance support to the major highways in this area, particularly during the winter months. For safe operation of the equipment, it is crucial to rinse and maintain Caltrans vehicles after deployment on the highway. The Truckee MS was built in the 1950s and serves as a staging and maintenance area for equipment and materials and is essential for performing routine and emergency repairs and maintenance on the state highway system.

Caltrans proposes to construct and connect a rinse pad at the Truckee MS to the Truckee public sewer system. On May 17, 2023, the Truckee MS was inspected by the State Water Board and the Lahontan Regional Water Quality Control Board (LRWQCB). The resulting report issued on May 25, 2023, identified the wash rack to be in violation of the Caltrans MS4 Permit. An MS4 permit, which stands for "Municipal Separate Storm Sewer System" is a permit that governs how a municipality manages stormwater runoff to protect water quality. The violation is a result of the existing system discharging wash water entering the stormwater system.

1.2 Purpose and Need

Purpose

The purpose of this project is to connect the existing wash rack so it will drain to the municipal sewer system at the Truckee MS.

Need

The project is needed because the existing wash rack system is not in compliance with the State Water Board. Due to violations, the State Water Board placed a cease-and-desist order on the existing wash rack. Therefore, the Truckee MS does not have an operational wash rack, which is essential to maintenance operations during the winter months.

1.3 Project Description

The proposed project is located near Interstate 80 in Nevada County at Post Mile 15.661 (Figures 1 and 2). The project proposes to connect the existing wash rack to the municipal sewer system. The scope of work includes creating a trench drain to collect wash water and installing an electrical diversion valve and a sand-oil separator. The three-way solenoid valve would be installed at the outlet of the trench drain and would determine whether the discharge from the wash rack goes to the storm drain or the sand-oil separator. When the wash rack is in use for a vehicle wash, the valve would divert the wash water to the sand-oil separator and then to the sewer system. When the wash rack is not in use, the valve would direct stormwater to the storm drain. Additionally, a sampling port would be installed so maintenance staff can collect samples of the wash water entering the sewer system.

Vicinity Map
Truckee Wash Rack Sewer Connection

Nev-80-PM 15.661/15.661 **EA 03-4J550**

Figure 1. **Project Vicinity**

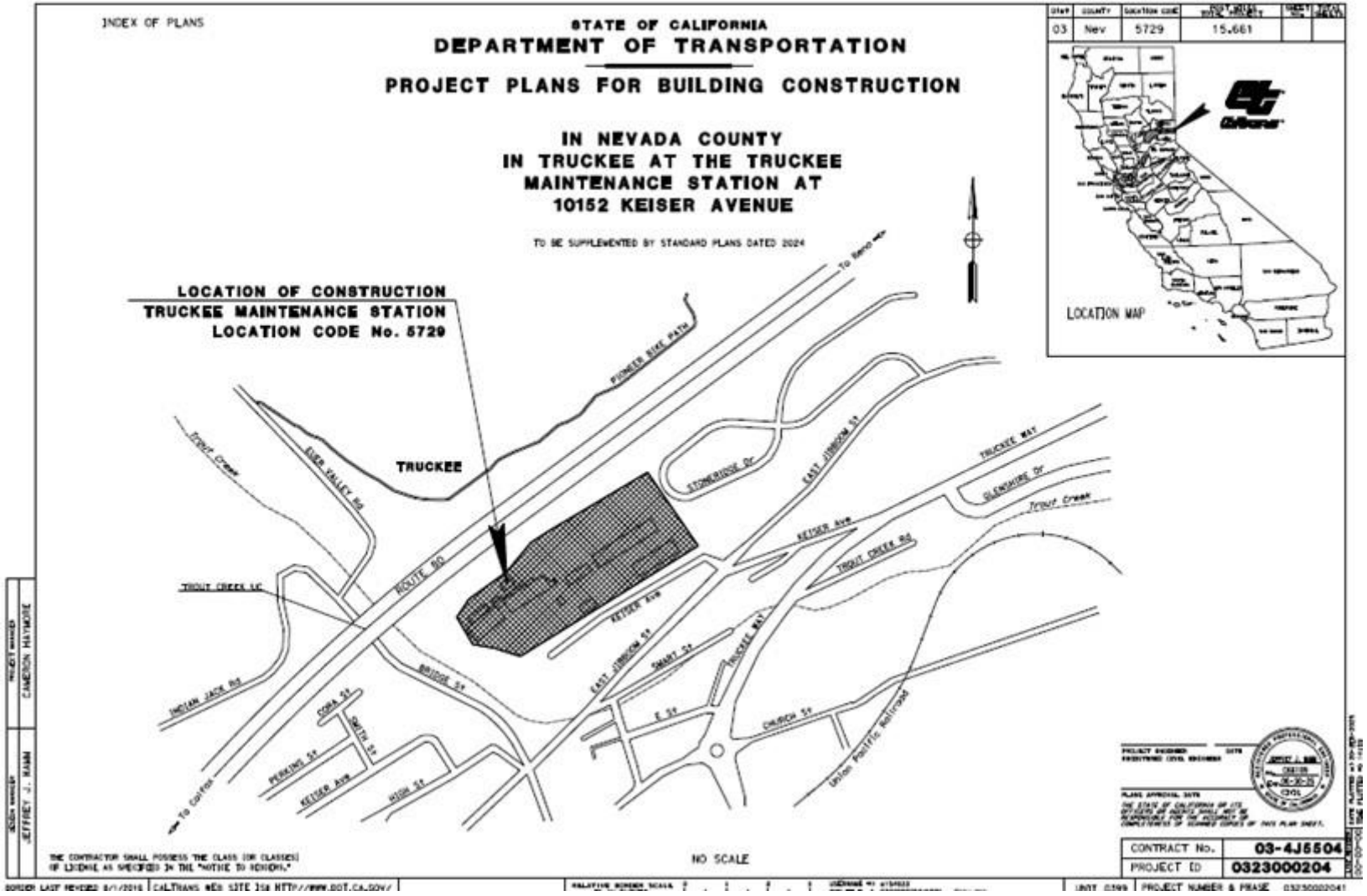

Figure 2. Project Location Map

1.4 Proposed Alternatives

No-Build (No-Action) Alternative

The No-Build Alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. For each potential impact area discussed in Chapter 2, the No-Build Alternative has been determined to have no impact. Under the No-Build Alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented.

Alternative 1

Alternative 1 proposes to connect the existing wash rack to the municipal sewer system. Proposed features include the creation of a trench drain to collect wash water, and the installation of an electrical diversion valve, a pump, and a sand-oil separator. The three-way solenoid valve would be installed at the outlet of the trench drain and would determine whether the discharge from the wash rack goes to the storm drain or the sand-oil separator and then to the sewer system. When the wash rack is not in use, the valve would direct stormwater to the storm drain. An upgraded or new control panel would be installed to control the electrical valve. This system would ensure that stormwater is not constantly draining into the sewer system. Additionally, sampling port would be installed so maintenance staff can collect samples of the wash water entering the sewer system.

Alternatives Considered but Eliminated from Further Consideration

Alternative 2

Alternative 2 includes all of the components included in Alternative 1, with the addition of a clarifier tank and a brine recycle system. The purpose of the brine recycle system is to recycle the wash water during winter operations to ensure that high salinity water does not enter the sewer system. This system was deemed unnecessary since the levels were beyond the Tahoe Truckee Sanitation Agency (TTSA) thresholds. Additionally, this alternative was rejected due to cost.

1.5 Permits and Approvals Needed

Due to the limited scope of work, no permits, licenses, agreements, and certifications (PLACs) are required for project construction.

1.6 Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. These are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

The project contains a number of standardized project features, standard practices (measures), and Best Management Practices (BMPs) which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project and, as such, are included as part of the project description. Any project-specific avoidance, minimization, or mitigation measures that would be applied to reduce the effects of project impacts are listed further below as Additional Measures or in Section 2.4.–Biological Resources.

Aesthetics Resources

AR-1: Where feasible, construction lighting would be temporary, and directed specifically on the portion of the work area actively under construction.

Biological Resources

BR-1: General

Before start of work, as required by permit or consultation conditions, a Caltrans biologist or Environmental Construction Liaison (ECL) would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.

Cultural Resources

CR-1: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-2: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code (H&SC) § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (23 United States Code [USC] 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (CFR) Part 10.

All work in the vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

GS-1: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).

GHG-2: Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resources Board (CARB) (Caltrans SS 7-1.02C).

GHG-4: All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific *Lead Compliance Plan* (CCR Title 8, § 1532.1, the "Lead in Construction" standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of materials containing lead.

HW-2: If treated wood waste (such as removal of signposts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification 14-11.14 "Treated Wood Waste."

HW-3: If asbestos-containing material is removed during this project, it would be removed and disposed of in accordance with Standard Special Provisions (SSP) 14-11.10 Naturally Occurring Asbestos and SSP 14–11.16 Asbestos-containing Construction Materials in Bridges".

Utilities and Emergency Services

UE-1: The project is located within the *Very High* CAL FIRE Fire Hazard Severity Zone (FHSZ). The contractor would be required to submit a jobsite Fire Prevention Plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ), effective January 1, 2023. If the project results in a land disturbance of one acre or more, coverage under the Construction General Permit (CGP) (Order 2022-0057-DWQ) is also required.

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2022-0057-DWQ) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction. For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (BMPs) to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the *Caltrans Storm Water Quality Handbooks: Construction Site BMPs Manual* to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.

- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of offsite.
- Temporary sediment control and soil stabilization devices would be installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the Erosion Control Plan.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan* (Caltrans 2016). This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2022-0033-DWQ).

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

CHAPTER 2. CEQA ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

The environmental factors noted below would be potentially affected by this project. Please see the CEQA Environmental Checklist topics on the following pages for additional information.

Potential Impact Area	Impacted: Yes / No
Aesthetics	No
Agriculture and Forest Resources	No
Air Quality	No
Biological Resources	No
Cultural Resources	No
Energy	No
Geology and Soils	No
Greenhouse Gas Emissions	Yes
Hazards and Hazardous Materials	Yes
Hydrology and Water Quality	Yes
Land Use and Planning	No
Mineral Resources	No
Noise	No
Population and Housing	No
Public Services	No
Recreation	No
Transportation	No
Tribal Cultural Resources	No
Utilities and Service Systems	No
Wildfire	No
Mandatory Findings of Significance	No

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A "NO IMPACT" answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the CEQA Environmental Checklist are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, as well as standardized measures that are applied to all or most Caltrans projects (such as Best Management Practices [BMPs] and measures included in the Standard Plans and Specifications or as Standard Special Provisions [Section 1.4]), are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

CEQA broadly defines "project" to include "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (14 California Code of Regulations [CCR] § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a Lead Agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a Lead Agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a "statement of the objectives sought by the proposed project" (14 CCR § 15124(b)).

CEQA requires the identification of each potentially "significant effect on the environment" resulting from the project, and ways to mitigate each significant effect. Significance is defined as *"Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project"* (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt thresholds of significance, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and it's varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing thresholds of significance on a state-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts in the project area based on their location and the effect of the potential impact on the resource as a whole. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant."

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the Lead Agency may adopt a Negative Declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)).

A proposed Negative Declaration must be circulated for public review, along with a document known as an Initial Study. CEQA also allows for a "Mitigated Negative Declaration" in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The Lead Agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§ 15126.4(a)(1)(B).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship, or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (California Public Resources (CPR) Code § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 California Code of Regulations [CCR] § 15128). All potentially significant effects must be addressed.

No-Build (No-Action) Alternative

For each of the following CEQA Environmental Checklist questions, the “No-Build” Alternative has been determined to have "No Impact”. Under the “No-Build” Alternative, no alterations to the existing conditions would occur and no proposed improvements would be implemented. The “No-Build” Alternative will not be discussed further in this document.

Definitions of Project Parameters

When determining the parameters of a project for potential impacts, the following definitions are provided:

Project Area: This is the general area where the project is located. This term is mainly used in the *Affected Environment* section (e.g., watershed, climate type, etc.).

Project Limits: This is the beginning and ending post miles for a project. This is different than the Environmental Study Limits in that it sets the beginning and ending limits of a project along the highway. It is the limits programmed for a project, and every report, memo, etc., associated with a project should use the same post mile limits. In some cases, there may be areas associated with a project that are outside of the project limits, such as staging and disposal locations.

Project Footprint: The area within the Environmental Study Limits (ESL) the project is anticipated to impact, both temporarily and permanently. This includes staging and disposal areas.

Environmental Study Limits (ESL): The project engineer provides the Environmental team the ESL as an anticipated boundary for potential impacts. The ESL is *not* the project footprint. Rather, it is the area *encompassing* the project footprint where there could *potentially* be direct and indirect disturbance by construction activity (Figure 3). The ESL is larger than the project footprint in order to accommodate any future scope changes. The ESL is also used for identifying the various Biological Study Areas (BSAs) needed for different biological resources.

Biological Study Area (BSA): The BSA encompasses the ESL plus any areas outside of the ESL that could be potentially affected by a project (e.g., noise, visual, Coastal Zone, etc.). Depending on resources in the area, a project could have multiple BSAs. Each BSA should be identified and defined. If the project is within the Coastal Zone, this area would also include the required 100 foot buffer.

Because there are no impacts to biological resources, the proposed project does not have a Biological Study Area outside of the ESL.

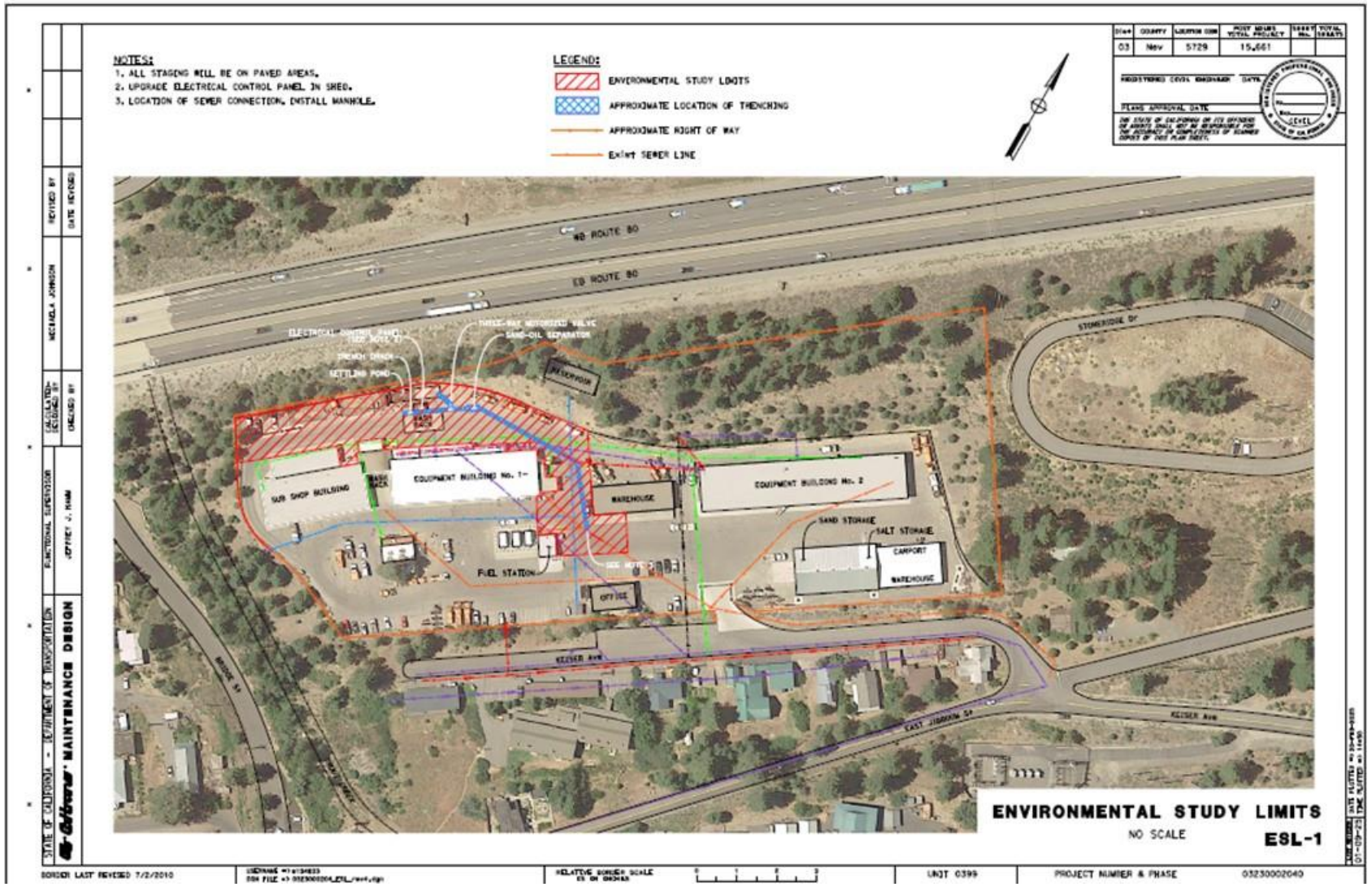

Figure 3. Environmental Study Limits

2.1 Aesthetics

Except as provided in Public Resources Code Section 21099:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect on a scenic vista?				✓
Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
Would the project: c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✓
Would 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” determinations in this section are based on the scope, description, and location of the proposed project, and the "*Visual Impact Assessment"* (VIA) dated January 15, 2025 (Caltrans 2025a).

Potential impacts to the visual landscape are not anticipated as a large portion of the work would be underground. Project features that are visible would be minimal and would not contrast with the line, color, form, and texture of the existing landscape visual character. The project character would be compatible with the visual character of the existing landscape.

The visual features of the project would be highly compatible with the natural, and existing project environments. Utility connections would be underground and not visible. The trench drain, electrical cabinet, and any utility covers would be minimally noticeable to Caltrans staff inside the maintenance station. The proposed work would not be visible to highway users and neighbors due to the landscape characteristics of the project site including trees, slopes, and existing maintenance buildings obscuring the view. The project would not produce a new source of substantial light or glare that would affect daytime or nighttime views within the area. The proposed work would not result in any adverse changes to the scenic integrity of the landscape. Therefore, there would be no impact.

2.2 Agriculture and Forest Resources

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

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
Would the project: c) Conflict with existing zoning for, or cause rezoning of forest land (as defined by 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))?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
Would the project: e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. In addition, the *Department of Conservation Farmland Mapping and Monitoring Program* (Department of Conservation 2025a) and the *Nevada County General Plan*, accessed on January 14, 2025 (County of Nevada 2025a).

According to the Nevada County General Plan, forested lands within the county consist of timberlands and woodlands. These areas are important in providing wildlife habitat, diverse vegetation and recreation. Agriculture in Nevada County generally centers around small family farms, mostly located in the western part of the county. The eastern and central areas of the county are used for other land and the northern and western areas are primarily grazeland. There are no farm or timberland resources within the project limits. The project would not result in a loss of forest land or conversion of the forest land to non-forest use. The project would not conflict with any existing zoning efforts. Therefore, there would be no impact.

2.3 Air Quality

Question	Significant and Unavoidable 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?				✓
Would the project: 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?				✓
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?				✓
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Air Quality Report"* dated January 9, 2025 (Caltrans 2025b) . Potential impacts to Air Quality are not anticipated because the project is state funded only and is not considered regionally significant. No federal involvement is anticipated. Therefore, there would be no impact.

2.4 Biological Resources

Question	Significant and Unavoidable 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, U.S. Fish and Wildlife Service, or NOAA Fisheries?				✓
Would the project: 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?				✓
Would the project: 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?				✓
Would the project: 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?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Biological Memo to File* (Caltrans 2025c) and *Programmatic Memo* dated December 12, 2025.

Potential impacts to biological resources are not anticipated due to the limited scope of the project. The location of the proposed trenching does not have the potential to impact any biological resources. There are no permits, and no biological resources would be impacted by the project. Therefore, there would be no impact.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				✓
Would the project: b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
Would the project: c) Disturb any human remains, including those interred outside of dedicated cemeteries?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Cultural Resources Screening Memo dated January 9, 2025 (Caltrans 2025d).

Potential impacts to cultural resources are not anticipated due to the absence of archaeological properties that are listed on or eligible for the National Register of Historic Places, California Historical Landmarks, California Inventory of Historic Resources, California Points of Historical Interest, or California Register of Historical Resources being present within the proposed project area. No built environment properties would be impacted by the proposed project or require additional studies. Therefore, there would be no impact.

2.6 Energy

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				✓
Would the project: b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Air Quality, Greenhouse Gas, Noise, and Energy Analyses"* report dated January 9, 2025 (Caltrans 2025b).

The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed project would not increase capacity or provide congestion relief when compared to the no-build alternative. Construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, there is no impact.

2.7 Geology and Soils

Question	Significant and Unavoidable 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?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?				✓
Would the project: 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?				✓
Would the project: 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?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: 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?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Paleontological Resource Assessment"* dated January 21, 2025 (Caltrans 2025e).

Potential impacts to Geology and Soils are not anticipated due to a review that consisted of the Caltrans Division of Environmental Analysis GIS Paleontology Sensitivity Map and the Geologic Map of the Lake Tahoe Basin, California and Nevada.

Based on the Geologic Map of the Lake Tahoe Basin, California and Nevada, the rock that would be disturbed by the project is composed of Pleistocene aged Pre-Tahoe and Tahoe Glacial till deposits. It is of the understanding there is rare paleontological resource potential and therefore we anticipate the glacial till would have a low paleontological resource potential. Therefore, there would be no impact.

2.8 Greenhouse Gas Emissions

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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?			✓	
Would the project: b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG. While it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to Caltrans' Standard Environmental Reference (SER), Chapter 16, Climate Change.

FEDERAL

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project. In May 2024, the White House Council on Environmental Quality (CEQ) issued the National Environmental Policy Act Implementing Regulations Revisions Phase 2 (89 Federal Regulations [FR] 35442).

The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify greenhouse gas emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include The Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces corporate average fuel economy (CAFE) standards for on-road motor vehicles sold in the United States. The U.S. Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards for vehicles under the Clean Air Act (U.S. EPA 2021). Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014). These standards are periodically updated and published through the federal rulemaking process.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs).

In 2005, EO S-3-05 initially set a goal to reduce California's GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and Assembly and Senate bills refined interim targets and codified the emissions reduction goals and strategies. The California Air Resources Board (CARB) was directed to create a climate change scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the State maintains a climate adaptation strategy to address the full range of climate change stressors and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state's GHG reduction goals.

Environmental Setting

The proposed project is in a rural area surrounded by the Tahoe National Forest, the Sierra Nevada mountains, and Donner Lake, with a primarily natural resource-based tourism economy. I-80 is the main transportation route through Truckee and is a major freeway in California that runs from San Francisco to Nevada. It is a primary route over the Sierra Nevada mountains and is the second longest Interstate Highway in the United States. Truckee is a mountain town in Northern California known for its outdoor activities including skiing, mountain biking, hiking, and walking.

Caltrans sometimes requires vehicles to use snow tires, snow chains, or other traction devices in the mountains during and after snowstorms. I-80 is the main transportation route to and through the area for both passenger and commercial vehicles. The nearest alternate routes are California State Route (SR) 89 which runs north-south through Truckee, and California SR 267, which runs southeast and intersects with the north shore of Lake Tahoe and SR 28. Nevada County

Transportation Commission is a Regional Transportation Planning Agency which guides transportation development in the project area. The Nevada County General Plan Circulation, Safety, and Traffic elements address GHGs in the project area (County of Nevada 2025g).

GHG INVENTORIES

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the CARB does so for the state of California, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

NATIONAL GHG INVENTORY

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15% of total U.S. emissions in 2022 [U.S. EPA 2024a].) While total GHG emissions in 2022 were 17% below 2005 levels, they increased by 1% over 2021 levels. Of these, 80% were CO_2, 11% were CH_4, and 6% were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2% (U.S. EPA 2024a).

The transportation sector's share of total GHG emissions remained at 28% in 2022 and continues to be the largest contributing sector (Figure 4). Transportation activities accounted for 37% of U.S. CO_2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5% from 2021 (U.S. EPA 2024a, 2024b)).

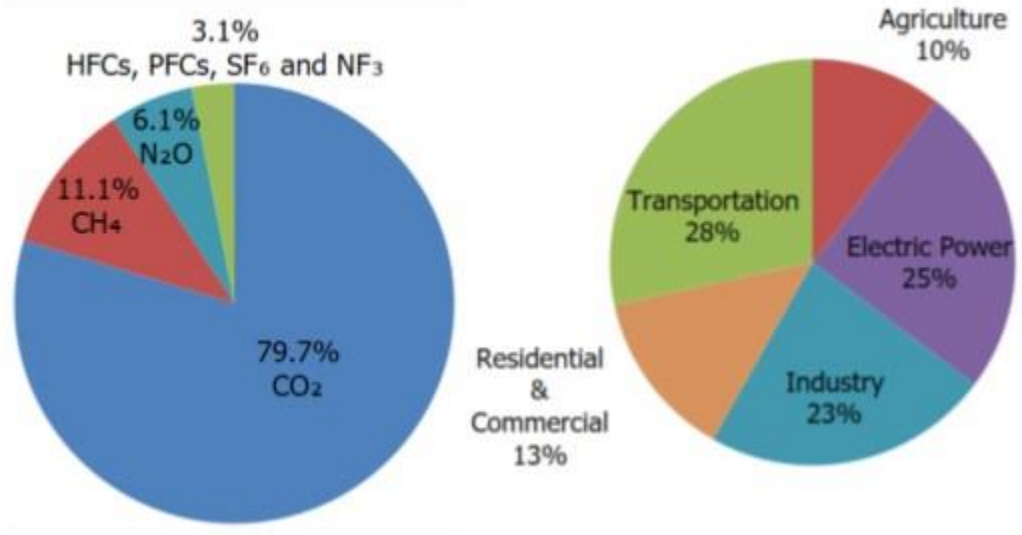

Figure 4. U.S. 2022 Greenhouse Gas Emissions

(Source: U.S. EPA 2024b)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (Figure 5). Transportation emissions remain the largest contributor to GHG emissions in the state (Figure 6) (CARB 2023).

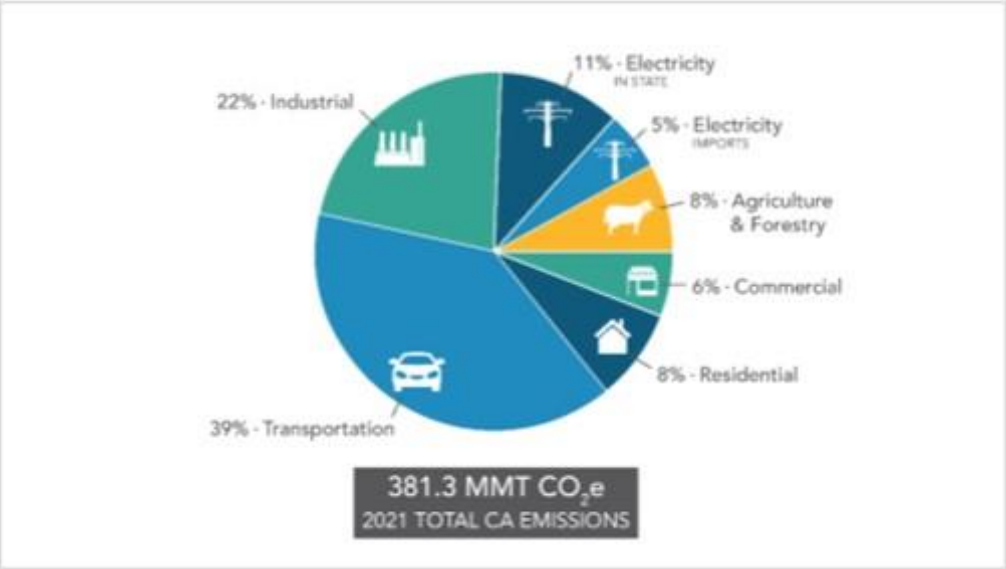

Figure 5. California 2021 Greenhouse Gas Emissions by Economic Sector

(Source: CARB 2023)

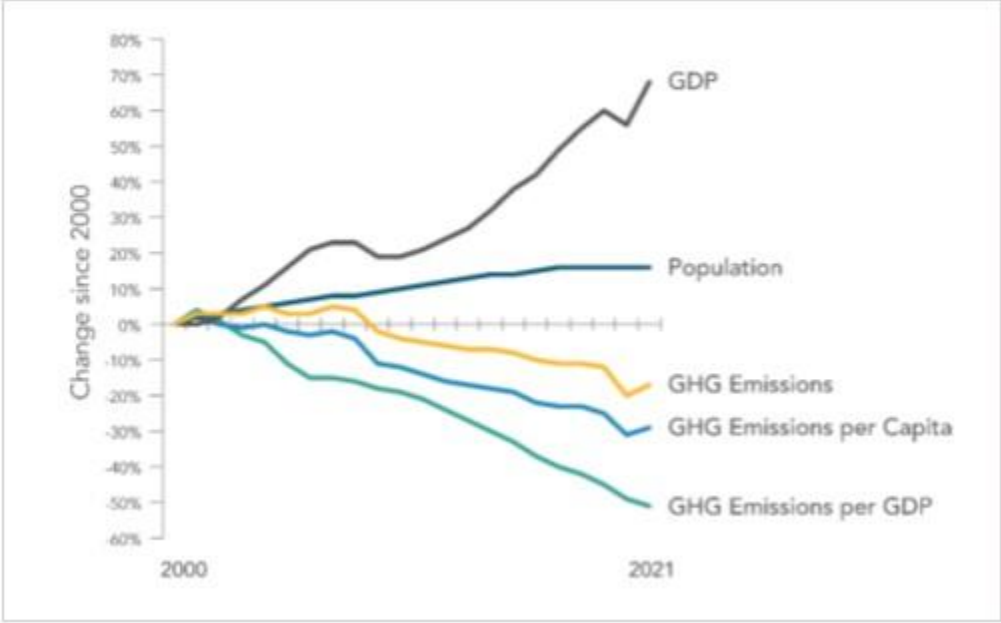

Figure 6. Change in California GDP, Population, and GHG Emissions since 2000

(Source: CARB 2023)

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. ARB adopted the first scoping plan in 2008 (CARB 2008). The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality,* adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (CARB 2022a).

REGIONAL PLANS

As required by *The Sustainable Communities and Climate Protection Act of 2008*, the CARB sets regional GHG reduction targets for California's 18 Metropolitan Planning Organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels.

The project area is not within the jurisdiction of an MPO and therefore not subject to CARB GHG reduction targets. However, the Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency (RTPA) for the project area. Table 1 below identifies reduction policies from the NCTC 2045 RTP.

Table 1. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Nevada County Transportation Commission (Nevada County Zero Emission Transition Plan) (County of Nevada 2025g) Nevada County Transportation Commission	• Nevada County will focus its initial transition on light-duty electric vehicles for the first several years • Providing sidewalks to destinations where they don't exist • Reducing roadway congestion and improving travel time for goods movements. • Transit services that run more frequent.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. (GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent", or CO_2e. The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.)

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to connect the existing wash rack at the Truckee MS to the municipal sewer system. This would not increase the vehicle capacity of the roadway as the work would not occur on the State Highway System and would not have an impact on traffic numbers or mix of vehicles. This type of project generally causes minimal or no increase in operational GHG emissions. The project would not increase the number of travel lanes on I-80 in the county of

Nevada; therefore, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved Transportation Management Plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction is anticipated to begin in 2026 and occur over approximately 110 working days. The Caltrans Construction emissions Tool CAL-CET 2021 v1.0.2 was used to estimate emissions from construction activities. Table 2 below summarizes estimated GHG emissions generated by on-site equipment for the project. The total $CO2_e$ produced during construction is estimated to be 11 metric tons.

Table 2. CAL-CET Estimates of GHG Emissions During Construction

Construction Year	CO_2 (metric tons)	CH_4	N_2O	BC	HFC-134a	CO_2e
2026	11	0.770	0.770	2.42	0.330	11
Total	**11**	**0.770**	**0.770**	**2.42**	**0.330**	**11**

* A quantity of GHG is expressed as carbon dioxide equivalent (CO_2e) that can be estimated by the sum after multiplying each amount of CO_2, CH_4, N_2O, and HFCs by its global warming potential (GWP). Each GWP of CO_2, CH_4, N_2O, and HFCs is 1, 25, 298, and 14,800, respectively.

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations (such as equipment idling restrictions) that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

The proposed project's scope of work is to connect the existing wash rack at the Truckee MS to allow drainage to the municipal sewer system. The proposed project would not increase capacity and would not change travel demand or change traffic patterns when compared to the No-Build Alternative. While the proposed project would result in GHG emissions during construction, the proposed project would not result in any increase in operational GHG emissions. Caltrans Standard Measures and BMPs outlined in Chapter 1, Section 1.6 would be implemented to avoid and minimize impacts. The proposed project would not result in operational GHG emissions being increased; therefore, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases. The proposed project would result in a less than significant impact on generating greenhouse gas emissions (Caltrans 2025b).

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors to take California into a sustainable, cleaner, low-carbon future, while maintaining a robust economy (CARB 2022b).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research (OPR) identified five sustainability pillars in a 2015 report:

1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030
2) Reducing petroleum use by up to 50 percent by 2030
3) Increasing the energy efficiency of existing buildings by 50 percent by 2030
4) Reducing emissions of short-lived climate pollutants; and
5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (California Governor's OPR 2015).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (*in* Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities.

To support this order, the California Natural Resources Agency released *Natural and Working Lands Climate Smart Strategy* (California Natural Resources Agency 2022).

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15 (issued in April 2015) and SB 32 (issued in 2016) set an interim target to cut GHG emissions to 40% below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan For Transportation Infrastructure

The *California Action Plan for Transportation Infrastructure* (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation (which account for more than 40% of all polluting emissions) to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The *California Transportation Plan* (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021b).

Caltrans Strategic Plan

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021c).

Caltrans Policy Directives And Other Initiates

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Caltrans-controlled emission sources, in support of Caltrans and State goals.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges, combined with a rising sea level, can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Furthermore, the

combined effects of transportation projects and climate stressors can exacerbate the impacts of both on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance. Caltrans practices generally align with the *2023 CEQ Interim Guidance on Consideration of Greenhouse Gas Emissions and Climate Change*, which offers recommendations for additional ways of evaluating project effects related to GHG emissions and climate change. These recommendations are not regulatory requirements.

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and "analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years … to support informed decision-making across the United States." Building on previous assessments, it continues to advance "an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate" (U.S. Global Change Research Program 2023).

The U.S. Department of Transportation (USDOT) recognizes the transportation sector's major contribution of GHGs that cause climate change and has made climate action one of the department's top priorities (USDOT 2023). FHWA's policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2022).

The National Oceanic and Atmospheric Administration (NOAA) provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (NOAA 2022).

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment–2018) provides information to help decision makers across sectors and at state, regional, and local levels protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems, communities, and public health (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the Coastal Zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

To help actors throughout the state address the findings of California's Fourth Climate Change Assessment, AB 2800's multidisciplinary Climate-Safe Infrastructure Working Group published *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. This report provides guidance on assessing risk in the face of inherent uncertainties still posed by the best available climate change science. It also examines how state agencies can use infrastructure planning, design, and implementation processes to respond to the observed and anticipated climate change impacts (Climate-Safe Infrastructure Working Group 2018).

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the *2009 California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the *CAPTI* (described above). Priorities in the *2023 California Climate Adaptation Strategy* include acting in partnership with California Native American tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise (*in* Atkins 2021) established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the Coastal Zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council 2022).

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy and replacing fleet vehicles with zero-emission vehicles (Caltrans 2023).

PROJECT ADAPTATION EFFORTS

Sea Level Rise

The proposed project is outside the Coastal Zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected (Figure 4).

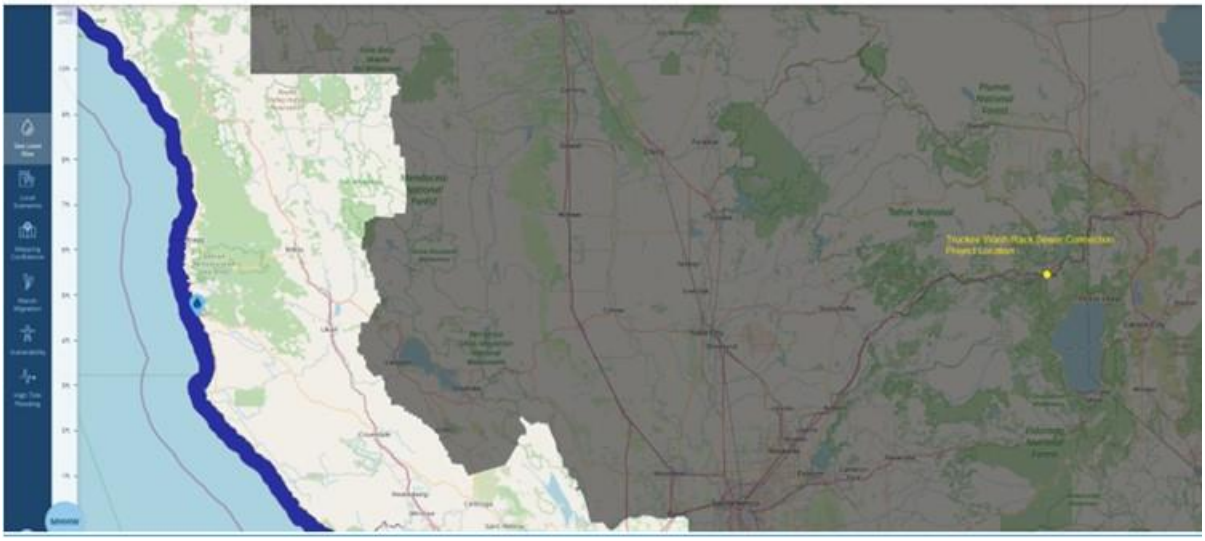

Figure 7. Sea Level Rise within Project Study Area from NOAA Sea Level Rise Viewer

Source: NOAA 2025

Precipitation and Flooding

For the Truckee area, the amount of anticipated precipitation decrease varies from 3 inches to 5 inches by 2050 and 6 inches to more than 10 inches by 2100, with larger rainfall reductions projected for the southern areas of the region. Although precipitation is expected to decline, projections indicate that individual storms are likely to become larger with higher temperatures. This could increase rain and snow events. These events could lead to damaging floods and high-water flows. The proposed project would not alter the natural landscape or affect water drainage patterns. Project construction activities would not lead to an increase in precipitation and flooding (Town of Truckee 2025).

Wildfire

According to the CAL FIRE Fire Hazard Severity Zone (FHSZ) map, Truckee is in a *very high* fire hazardous area and is expected to increase throughout the region, with the highest risks expected in the northern and southern parts of the region. The project site is surrounded by shrub vegetation which are most common in lower elevations of the county. The dense flammable vegetation contributes to this region being in a very high fire hazardous area zone.

Although the proposed project is located near a *very high* FHSZ and surrounded by dense vegetation, the proposed project would not contribute to a wildfire as the purpose of the project is to connect the existing wash rack to drain wastewater into the municipal sewer system at the Truckee Maintenance Station (Nevada County Community Wildfire Protection Plan 2025)

Temperature

The Caltrans District 3 Climate Change Vulnerability Assessment does not indicate temperature changes during the projects design life that would require adaptive changes in pavement design or maintenance practices (Caltrans 2021a).

2.9 Hazards and Hazardous Materials

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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?			✓	
Would the project: 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?			✓	
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
Would the project: 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?			✓	
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Regulatory Setting

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

The primary laws governing hazardous materials, waste and substances include:

- California Health and Safety Code–Chapter 6.5
- Porter-Cologne Water Quality Control Act–§ 13000 et seq.
- CFR Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters and Title 27 Environmental Protection

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

Affected Environment

The project site is located within the town of Truckee. It is situated in a valley in the eastern slopes of the Sierra Nevada mountain range at an elevation of approximately 5,900 feet. The western end of this maintenance station is bordered by Trout Creek. The northern end of the maintenance station slopes upwards to I-80.

Environmental Consequences

An Initial Site Assessment (ISA) was conducted by the North Region Office of Environmental Engineering to identify hazardous materials that could be present within the project limits. The Truckee MS is a listed Cortese site, and a site investigation will be required (Caltrans 2025f).

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question 2.9—Hazards and Hazardous Materials

a) Would the project 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 proposed project is listed on an inactive Cortese site. Potential contaminants of concern are diesel, waste oil, motor, hydraulics and lubricants. The potential area of concern would be soils and, prior to construction, a site investigation would be conducted where soil disturbance would occur. The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.

b) Would the project 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?

Less Than Significant Impact: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. The proposed project is listed as a Category 1 Cortese site. Category 1 sites are characterized by soil or groundwater contamination that does not pose an immediate threat to the public or the environment.

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

No Impact: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing school as the closest school is three miles away from the project site. Therefore, there would be no impact.

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

Less Than Significant: The project is listed as a Cortese site, with potential contaminants such as fuel and other vehicle-related hazardous waste. As the purpose of the proposed project is to connect the Truckee Maintenance Station wash rack drainage system to the Truckee sewer system, it would not create a significant hazard to the public.

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 is not located within an airport land use plan, or within two miles of a public airport. The closest airport is 4.3 miles away. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, there would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan as the project is restricted to the Truckee MS and does not involve work on the highway. Therefore, there would be no impact.

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

No Impact: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The purpose of this project is to connect the existing wash rack system to drain to the municipal sewer system. Therefore, there would be no impact.

2.10 Hydrology and Water Quality

Question	Significant and Unavoidable 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?			✓	
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;				✓
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or 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?				✓

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

Regulatory Setting

The primary laws and regulations governing hydrology and water quality include:

- Federal: Clean Water Act (CWA)–33 USC 1344
- Federal: Executive Order for the Protection of Wetlands–EO 11990
- State: California Fish and Game Code (CFGC)–Sections 1600–1607

State: Porter-Cologne Water Quality Control Act– Sections 13000 et seq.

Affected Environment

The project site is located within the town of Truckee. It is situated in a valley in the eastern slopes of the Sierra Nevada mountain rage at an elevation of approximately 5,900 feet. The western end of this maintenance station is bordered by Trout Creek. The northern end of the station slopes upward to I-80 (Caltrans 2025g).

Environmental Consequences

The Truckee River Hydrologic Unit has a surplus of post construction treatment, with a balance of 2.42 acres. Stormwater from this project drains directly into Trout Creek, which is a tributary of the Truckee River. The purpose of the project is to connect the existing wash rack at the Truckee Maintenance Station to allow drainage to the municipal sewer system.

Avoidance, Minimization and Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation measures are proposed.

Discussion of CEQA Environmental Checklist Question 2.10—Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact: Indirect impacts to surface water could occur due to siltation and erosion runoff, which could result in reduced water quality. However, based on Caltrans' existing requirements to comply with stormwater regulations, and with implementation of Caltrans Standard Measures and BMPs (Section 1.6), the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater. The scope of work in the proposed project would improve water quality by diverting wash water to a sand-oil separator and then to the sewer system. In addition, a sample port would be installed to help facilitate the collection of test samples of the wash water discharged. Appropriate Best Management Practices BMPs will be implemented during construction. Therefore, the impact would be less than significant.

b) Would the project 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 project would not substantially decrease groundwater supplies or interfere with groundwater recharge as the proposed project would not involve excessive pumping of groundwater or irrigation. The purpose of this project is to attach a stormwater drain to a local sewer system, eliminating a source of erosion. Therefore, no impact would occur.

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

(i) result in substantial erosion or siltation on- or off-site?

No Impact: The proposed project would not substantially alter the existing drainage pattern such that it would result in substantial erosion or siltation as the purpose of the project is to attach a stormwater drain to the local sewer system, eliminating a source of erosion.

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

No Impact: As the project would not add impervious surface to the project area, there would be no substantial increase in surface runoff on or offsite. If necessary, treatment BMPs would be implemented, when and where applicable, to minimize potential impacts. Therefore, no impacts are anticipated.

(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?

No Impact: The proposed project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems. The project will be designed to include a trench drain to collect wash water, and an electrical diversion valve, a pump, and a sand-oil separator. A 3-way solenoid valve will be installed at the outlet of the trench drain and will determine whether the discharge from the wash rack goes to the storm drain or the sand-oil separator. Furthermore, as required by Caltrans Statewide Municipal Separate Storm Sewer Systems (MS4) Permit and Construction General Permit, appropriate and applicable temporary and permanent design BMPs would be implemented to address potential impacts resulting from construction activities and new design features constructed to improve stormwater drainage within the project limits. Therefore, no impacts are anticipated.

(iv) impede or redirect flood flows?

No Impact: The project would not impede or redirect flood flows. The project is designed to manage the discharge from the wash rack to the storm drain or the sand oil separator before going into the sewer system. Therefore, no impacts are anticipated.

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

No Impact: The proposed project is not in an area at risk of tsunamis but is in an area at risk for seiche zones. The project would not store pollutants and would not be constructed with hazardous materials that would threaten the public if disturbed by a flood or seiche event. Therefore, there would be no impact.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact: The proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The Caltrans MS4 permit is required to regulate the quality of stormwater runoff to protect water quality and to also comply with existing stormwater regulations, which would prevent conflicts with a water quality control plan. Therefore, there would be no impact.

2.11 Land Use and Planning

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: 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” determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Nevada County General Plan - Land Use and Planning"* dated January 27, 2025 (County of Nevada 2025a).

Potential impacts to Land Use or Planning would not occur as the project scope is restricted to the Truckee Maintenance Station; therefore, it would not physically divide an established community and is consistent with statewide, regional, and local planning goals. Therefore, there would be no impact.

2.12 Mineral Resources

Question:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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?				✓
Would the project: b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Department of Conservation Mineral Resources Program"* dated January 28, 2025 (Department of Conservation 2025b).

Potential impacts to Mineral Resources are not anticipated as the proposed project scope is restricted to the Truckee MS. No mineral resources are within the project limits, therefore there would be no impact.

2.13 Noise

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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 applicable standards of other agencies?				✓
Would the project result in: b) Generation of excessive groundborne vibration or groundborne noise levels?				✓
Would the project result in: 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” determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Noise Analysis Report"* dated January 9, 2025 (Caltrans 2025h).

Potential impacts to noise are not anticipated as the proposed project would not construct a new highway in a new location or substantially change the vertical or horizontal alignments. Traffic speeds would remain the same in the build and No-Build condition.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise would primarily result from the operation of heavy construction equipment and arrival and departure of heavy-duty trucks. The project is not in close vicinity of a private airstrip, airport, or school and would not expose people residing or working in the project area to excessive noise levels. Therefore, there would be no impact.

2.14 Population and Housing

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the *Nevada County General Plan - Housing Element* dated January 27, 2025 (County of Nevada 2025b).

Potential impacts to Population and Housing are not anticipated as the project scope is restricted to the Truckee Maintenance Station wash rack. The proposed project would not induce population growth or displace existing people or housing. The scope of work is confined to the MS only. Therefore, there would be no impact.

2.15 Public Services

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County General Plan - Public Facilities and Services dated January 27, 2025 (County of Nevada 2025c).

Public facilities and services within Nevada County are provide by several agencies including school districts, fire districts, water districts, and sewer districts. The proposed project would not result in any substantial adverse physical impacts to these agencies as the project is restricted to the Truckee MS within the Caltrans right of way. Therefore, there would be no impact.

2.16 Recreation

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County General Plan - Recreation dated January 28, 2025 (County of Nevada 2025d).

Potential impacts to Recreation facilities would not occur as the proposed project is restricted to the Truckee Maintenance Station. Therefore, there would be no impact.

2.17 Transportation

Question	Significant and Unavoidable 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?				✓
Would the project: b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?				✓
Would the project: c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
Would the project: d) Result in inadequate emergency access?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Transportation are not anticipated as the work for the proposed project would occur entirely outside of the public transportation system. Therefore, the proposed project would not conflict with any plans or polices addressing the circulation system, conflict with CEQA Guidelines §15064.3 subdivision (b), increase roadway hazards due to design features, or result in inadequate emergency service. Therefore, there would be no impact.

2.18 Tribal Cultural Resources

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or 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 § 5020.1(k), or				✓
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the "*Cultural Resources Screening Memo"* dated January 9, 2025 (Caltrans 2025d). Potential impacts to Tribal Cultural Resources would not occur as consultation findings indicated no tribal cultural resources were identified within the project limits. Therefore, there would be no impact.

2.19 Utilities and Service Systems

Question	Significant and Unavoidable 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 new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?				✓
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
Would the 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?				✓
Would the project: 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?				✓
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Nevada County General Plan - Utilities and Service Systems dated January 28, 2025 (Nevada County General Plan 2025e).

Potential impacts to utilities are not anticipated. Although there are existing utilities within the Truckee MS, the sewer connection would be designed in a way to avoid impacting existing utilities. Therefore, there would be no impact.

2.20 Wildfire

Question	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas (SRAs) or lands classified as *very high* Fire Hazard Severity Zones, would the project: a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or 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?				✓

Senate Bill 1241 required the Governor's Office of Planning and Research, the California Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the "CEQA Environmental Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as *very high* Fire Hazard Severity Zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these *very high* Fire Hazard Severity Zones.

The "No Impact" determinations in this section are based on the scope, description and location of the proposed project. The proposed project is within a *very high* CAL FIRE Fire Hazard Severity Zone (FHSZ) and a Local Responsibility Area (LRA) which means that the local government is primarily responsible for managing fire protection and any mitigation efforts. The Town of Truckee has a Community Wildfire Protections Plan (CWPP) (Nevada County 2025f). The purpose of the plan is to prioritize and plan for risk-reduction activities and monitoring that promotes wildlife resilience, along with working with local partners to mitigate wildfires. The proposed project would not require the installation or maintenance of an associated infrastructure that may exacerbate fire risk or may result in temporary or ongoing impacts to the environment. The proposed project would not expose people or structures to significant risks. The purpose of the project is to connect the existing wash rack to drain into the municipal sewer system.

Fire Hazard Severity Zone Viewer Map

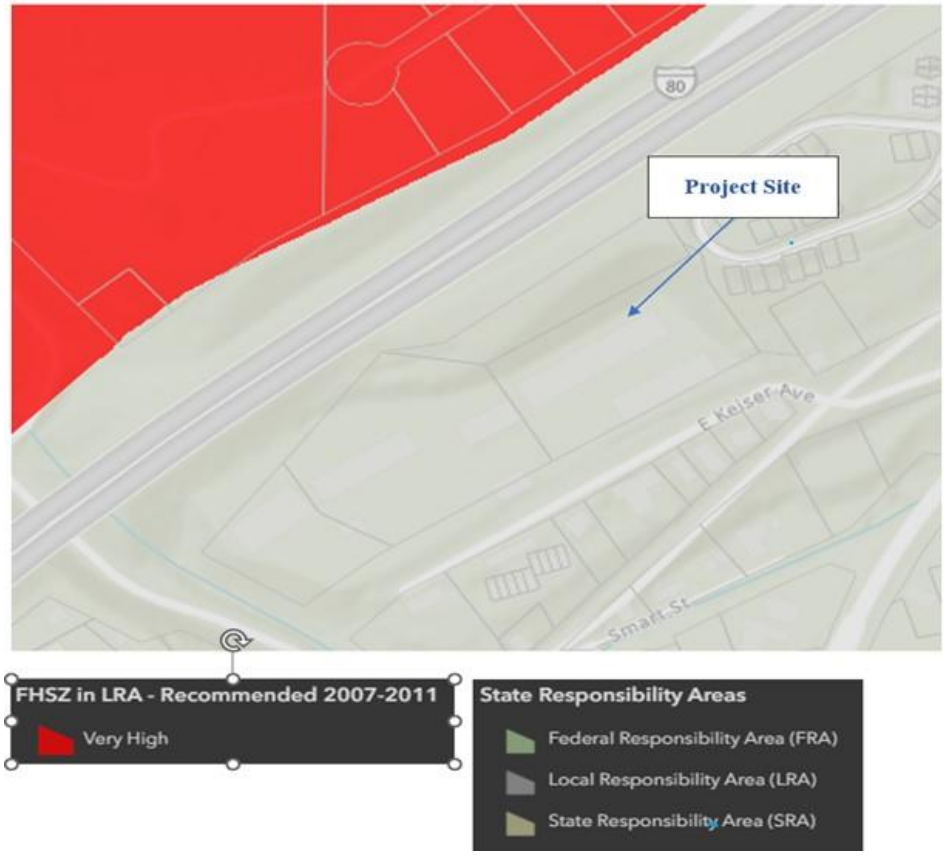

Figure 8. Project Location in Relation to CAL FIRE - Fire Hazard Severity Zone

2.21 Mandatory Findings of Significance

Does the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓
b) 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 effects of past projects, the effects of other current projects, and the effects of probable future projects.)				✓
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Discussion of CEQA Environmental Checklist Question 2.21—Mandatory Findings of Significance

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

NO IMPACT. The proposed project does not have the potential to substantially degrade the quality of the environment. The proposed project is to connect the existing Truckee Maintenance Station wash rack drainage system to the municipal sewer system and would not impact any fish, wildlife, or plant habitat or species, or result in impacts to 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 effects of past projects, the effects of other current projects, and the effects of probable future projects.)

NO IMPACT. Due to the limited scope of this project, the project would not have impacts that are cumulatively considerable. The incremental effects of this project are not significant when viewed in connection with the effects of past, current, or future projects. Therefore, there would be no impacts.

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

NO IMPACT. The proposed project would connect the existing Truckee Maintenance Station wash rack drainage to the municipal sewer system. Due to the limited scope of the project, it would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there would be no impact.

2.22 Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time (CEQA § 15355).

Cumulative impacts to resources may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." An EIR is required in all situations when a project might result in a "significant" direct, indirect, or cumulative impact on any resource. Given this, an EIR and CIA were not required for this project.

CHAPTER 3. AGENCY AND PUBLIC COORDINATION

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

The following agencies, organizations, and individuals were consulted in the preparation of this environmental document.

Coordination with Resource Agencies

Table 3. Agency Coordination and Professional Contacts

Date	Personnel	Purpose of Coordination
July 25, 2023	• Danielle Claus, Tracy Robinson, Michaela Johnson	Site visit conducted with project Archaeologist, Environmental Coordinator, Engineer and Design Staff.
November 1, 2024	• Washoe Tribe of Nevada and California • Susanville Indian Rancheria • Nevada City Rancheria Nisenan Tribe • Colfax-Todds Valley Consolidated Tribe • United Auburn Indian Community • Nevada County Historical Society • Truckee Donner Historical Society	Consultation was initiated and follow up letter sent.

CHAPTER 4. LIST OF PREPARERS

The following individuals performed the environmental work and contributed to the preparation of the Initial Study/Proposed Negative Declaration for this project.

California Department of Transportation, District 3

Cameron Haymore	Project Manager
Michaela Johnson	Project Engineer
Erin Dwyer	Environmental Office Chief
Thaleena Bhattal	Senior Environmental Scientist
Tracy Robinson	Environmental Scientist - Document Preparer
Sarah-Jane Gertsman	Environmental Scientist - Biologist
Danielle Claus	Environmental Planner - Archaeologist
Katie Gilroy	Environmental Planner - Architectural Historian
Rajive Chadha	Hazardous Waste/NPDES Coordinator
Ryan Pommerenck	Noise Specialist
Aaron Bali	Air Quality Specialist
Nou Moua	Landscape Architect
Jarod Barkley	Water/NPDES specialist

CHAPTER 5. DISTRIBUTION LIST

Regional/County/Local Agencies

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449

County of Nevada
950 Maidu Avenue
Nevada City, CA 95959

Truckee Police Department
10183 Truckee Airport Rd #3306
Truckee, CA 96161

Truckee Fire Protection District
10049 Donner Pass Rd
Truckee, CA 96161

Nevada Irrigation District
1036 West Main Street
Grass Valley, CA 95945

Truckee Sanitary District
12304 Joerger Drive
Truckee, CA 96161

CHAPTER 6. REFERENCES

California Air Resources Board (ARB). 2008. Climate Change Scoping Plan Appendices. Volume II: Analysis and Documentation. Appendix I, p. I-19. December. https://ww3.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm. Accessed: June 14, 2024.

_____. 2022a. 2022 Scoping Plan for Achieving Carbon Neutrality. Executive Summary. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed: June 14, 2024.

_____. 2022b. Climate Change. https://ww2.arb.ca.gov/our-work/topics/climate-change. Accessed: June 14, 2024.

_____. 2023. California Greenhouse Gas Emissions Inventory Data–2023 Edition, 2000-2021. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed: June 14, 2024.

California Department of Conservation. 2025a. Farmland Mapping & Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp. Accessed: January 14, 2025.

_____. 2025b. Mineral Resource Program. https://www.conservation.ca.gov/cgs/mrp. Accessed: January 28, 2025

California Department of Transportation (Caltrans). 2016. Caltrans Storm Water Management Plan (Caltrans 2016).

_____. 2020. Caltrans Greenhouse Gas Emissions and Mitigation Report. Final. August. Prepared by ICF, Sacramento, CA.

_____. 2021a. Caltrans Climate Change Vulnerability Assessments. District 3 Statewide Summary Report. December. Prepared by Caltrans/WSP. https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/caltrans-climate-change-vulnerability-assessment-statewide-summary-feb2021-a11y.pdf https://dot.ca.gov/programs/public-affairs/mile-marker/summer-2021/ghg. Accessed: June 14, 2024.

_____. 2021b. California Transportation Plan 2050. February. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan. Accessed: June 14, 2024.

_____. 2021c. Caltrans 2020-2024 Strategic Plan. https://storymaps.arcgis.com/stories/f190b9755a184b268719dac9a11153f7. Accessed: June 14, 2024.

_____. 2023. Sustainable Operations at Caltrans. https://dot.ca.gov/programs/esta/sustainable-caltrans. Accessed: June 14, 2024.

_____. 2025a. "Visual Impact Assessment" for the Truckee Wash Rack Sewer Connection Project." Author: Nou Moua. January 15, 2025.

_____. 2025b. "Air Quality, GHG, Noise and Energy Analyses for the Truckee Wash Rack Sewer Connection Project." Author: Aaron Bali. January 9, 2025

_____. 2025c. "Biological Memo to file for the Truckee Wash Rack Sewer Connection Project". Author: Sarah-Jane Gerstman. December 12, 2024

_____. 2025d. "Cultural Resources Screening Memo for the Truckee Wash Rack Sewer Connection Project". Author: Danielle Claus. January 9, 2025

_____. 2025e. "Paleontology Resource Assessment" for the Truckee Wash Rack Sewer Connection Project". Author: Lauryl Rudolph. January 21, 2025

_____. 2025f. "Hazardous and Hazardous Materials for the Truckee Wash Rack Sewer Connection Project". Author: Rajive Chadha. January 13, 2025

_____. 2025g. "Hydrology and Water Quality for the Truckee Wash Rack Sewer Connection Project". Author: Jarod Barkley. January 13. 2025

_____. 2025h. "Noise Memo". Author: Aaron Bali. January 9, 2025

_____. 2025i. "Tribal Cultural Resources for the Truckee Wash Rack Sewer Connection Project." Architectural Historian: Katie Gilroy. January 9, 2025

California Governor's Office of Planning and Research (OPR). 2015. A Strategy for California @ 50 Million. November. https://opr.ca.gov/planning/environmental-goals/. Accessed: June 14, 2024.

California Natural Resources Agency. 2022. Nature-Based Climate Solutions: Natural and Working Lands Climate Smart Strategy. https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions. Accessed: June 14, 2024.

_____. 2023. California Climate Adaptation Strategy. https://climateresilience.ca.gov/overview/index.html. Accessed: June 14, 2024.

California Ocean Protection Council. 2022. State Agency Sea-Level Rise Action Plan for California. February. https://www.opc.ca.gov/climate-change/sea-level-rise-2/. Accessed: June 14, 2024.

California State Transportation Agency. 2021. Climate Action Plan for Transportation Infrastructure (CAPTI). https://calsta.ca.gov/subject-areas/climate-action-plan. Accessed: June 14, 2024.

Climate-Safe Infrastructure Working Group. 2018. Paying it Forward: The Path Toward Climate-Safe Infrastructure in California. September. https://resources.ca.gov/CNRALegacyFiles/docs/climate/ab2800/AB2800_Climate-SafeInfrastructure_FinalNoAppendices.pdf. Accessed: June 14, 2024.

County of Nevada. 2025a Land Use and Planning . https://www.nevadacountyca.gov. Accessed: January 27, 2025

_____. 2025b. Housing Element. https://www.nevadacountyca.gov. Accessed: January 27, 2025

_____. 2025c. Public Facilities and Services https://www.nevadacountyca.gov. Accessed: January 27, 2025

_____. 2025d. Recreation https://www.nevadacountyca.gov. Accessed: January 28, 2025

_____. 2025e. Utilities and Service Systems https://www.nevadacountyca.gov. Accessed: January 28, 2025

_____. 2025f. Nevada County Community Wildfire Protection Plan. https://www.nevadacountyca.gov/3829/Community-Wildfire-Protection-Plan. Accessed: January 29, 2025

_____. 2025g. Nevada County Transportation Commission, Nevada County Zero Emission Transition Plan https://www.nctc.ca.gov/Reports/Nevada-County-Zero-Emission-Transition-Plan Accessed January 29, 2025

Federal Highway Administration (FHWA). 2022. Sustainability. https://www.fhwa.dot.gov/environment/sustainability/resilience/. Last updated July 29, 2022. Accessed: June 14, 2024.

_____. No date. Sustainable Highways Initiative. https://www.fhwa.dot.gov/environment/sustainability/initiative/. Accessed: June 14, 2024.

National Oceanic and Atmospheric Administration (NOAA). 2022. 2022 Sea Level Rise Technical Report. https://oceanservice.noaa.gov/hazards/sealevelrise/sealevelrise-tech-report.html. Accessed: November 13, 2023.

Nevada County Transportation Commission. Regional Transportation Plan Update http://www.nctc2045rtp.com/ Accessed: January 30, 2025

State of California. 2018. California's Fourth Climate Change Assessment. http://www.climateassessment.ca.gov/. Accessed: June 14, 2024.

Town of Truckee. 2019. Climate Change Vulnerability Assessment for the Town of Truckee, November 2019, https://climatewse.org/wp-content/uploads/projects/truckee/truckee-vulnerability-assessment-final.pdf. Accessed: January 28, 2025

U.S. Department of Transportation (USDOT). 2014. Corporate Average Fuel Economy (CAFE) Standards. https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards. Accessed: June 14, 2024.

_____. 2023. Climate Action. January. https://www.transportation.gov/priorities/climate-and-sustainability/climate-action. Accessed: June 14, 2024.

U.S. Environmental Protection Agency (U.S. EPA). 2021. Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026. December. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: June 14, 2024.

_____. 2024a. Data Highlights. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

_____. 2024b. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: June 14, 2024.

U.S. Global Change Research Program. 2023. Fifth National Climate Assessment. https://nca2023.globalchange.gov/chapter/front-matter/. Accessed: June 14, 2024.

APPENDIX A. TITLE VI–NON-DISCRIMINATION POLICY STATEMENT

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2022

NON-DISCRIMINATION POLICY STATEMENT

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

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

APPENDIX B. Biological Memo to File

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation a California Way of Life.

To: Project File

Date: December 12, 2024

File: 03-4J550 Truckee Wash Rack Sewer Connection

From: Sarah-Jane Gerstman
Environmental Scientist
Environmental Management, M-3

Subject: **PROJECT STUDIES CLARIFICATION**

The Truckee Wash Rack Sewer Connection Project located on State Route 80 in Nevada County at post mile (PM)15.667. This project will connect the existing wash rack to the municipal sewer system. The attached plan shows the proposed scope of work, including a trench drain to collect wash water, an electrical diversion valve, and a sand-oil separator. The current assumption is that the electrical panel in the shed behind the wash rack will be upgraded, which would require trenching be verified by DES after field visit. A sampling port will be installed so that Maintenance staff will be able to collect samples of the wash water that is entering the sewer system. See Figure 1.

Considering the limited scope of work and trenching location, no biological resources would be impacted by the project. There are no permits required. All best management practices and standard practices concerning temporary construction impacts would be followed. Any change in scope and design would require a revision of those impacts and whether a study must be requested.