



Truxel Bridge Concept and Feasibility Study



Environmental Documentation Memorandum

Prepared by:



Prepared for:



December 2024

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Executive Summary

The City of Sacramento (City) proposes to construct a multi-modal bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River as part of the Truxel Bridge Project (Project). The proposed Project would cross the Lower American River within the American River Parkway, which is an open space greenbelt that provides residents and visitors of the Sacramento Region various recreational opportunities. As such, this area contains numerous protected environmental resources. Due to the high environmental sensitivity in this area, it is imperative to fully understand the environmental constraints and how they can affect the Project cost and schedule early in the planning and design process. Through resource identification efforts and stakeholder outreach, potential environmental impacts, required technical studies, environmental documentation, and future coordination efforts were identified for this Feasibility Study.

Biological resources within the Project area include the Great Valley Riparian Forest habitat and the Lower American River. Database research and preliminary field surveys determined that both resources provide suitable habitat for the following special status species: Chinook salmon, Green sturgeon, California Central Valley (CCV) Steelhead, Swainson's Hawk, White-Tailed Kite, Western Pond Turtle, and valley elderberry longhorn beetle. Impacts to federally listed species require Section 7 consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) during the Project Approval & Environmental Document (PA&ED) Phase. During the plans, specifications, and estimates (PS&E) Phase, regulatory permits from the U.S. Army Corps of Engineers (USACE), Central Valley Regional Water Quality Control Board (Water Board), California Department of Fish and Wildlife (CDFW), Central Valley Flood Protection Board (Flood Board), and the U.S. Coast Guard (USCG) are required for impacts to the American River, Great Valley Riparian Forest habitat, and adjacent jurisdictional water features. As mitigation is required for impacts to these habitats and protected species, the City team has initiated outreach to regulatory and wildlife agencies and the Sacramento County Department of Regional Parks to identify potentially suitable off-site mitigation options. Lastly, due to anticipated impacts to state listed species, an Incidental Take Permit (ITP) from CDFW is anticipated during the final design phase as well.

Due to the high cultural resource sensitivity, the City has initiated early consultation with the United Auburn Indian Community (UAIC), including ongoing email correspondence and a field visit with Tribal representatives in May 2024. As part of this early consultation, Indigenous resources known to the UAIC have been identified within and adjacent to the Project footprint, including the Delta Tribal Cultural Landscape (Delta TCL). During the PA&ED Phase, potential avoidance will be pursued but presence/absence of archaeological testing will likely be required to determine if any previously unknown resources are present within the Project footprint. Additionally, all cultural resource identified within the Project footprint will be evaluated to determine their eligibility for listing on either the National Register of Historic Places or California Register of Historical Resources. The Project will consult with the State Historic Preservation Officer (SHPO) to obtain concurrence on any cultural resources identified that require significance evaluations, determinations of effect, and/or a memorandum of agreement under Section 106 of the NHPA.

In an effort to accurately scope other environmental resources and sensitivities within the Project area, a California Department of Transportation (Caltrans) Preliminary Environment Study (PES) Form was completed. Environmental constraints identified through the PES Form (in addition to those discussed above) were related to Traffic, Noise, Air Quality, Hazardous Waste, Water Quality, Floodplains, Wild and Scenic Rivers, Parks, Visual Resources, and Community Impacts. Project impacts related to these resources will be evaluated during the PA&ED Phase.

Lastly, preparation of an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) is anticipated due to the high level of public involvement as well as potentially significant impacts to environmental resources. Under the National Environmental Policy Act (NEPA), the Project is anticipated to require the preparation of a Complex Environmental Assessment (EA) leading to a Finding of No Significant Impact (FONSI). All technical studies prepared for this Project will be used to support the CEQA/NEPA environmental document.

Chapter 1. Introduction

1.1 Background

The City of Sacramento proposes to construct a multi-modal bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River (**Figure 1. Project Vicinity** and **Figure 2. Project Location**). In 2013, the City prepared the American River Crossing Study to evaluate optional alignments to cross the American River. Eight alignments were prepared and studied, with Alignment 3 (the Truxel Road alignment) ultimately selected as the preferred alternative for a new crossing.

Dokken Engineering (Dokken) was selected to complete a Feasibility Study for the Truxel Road alignment and many different engineering and environmental constraints were evaluated (**Figure 3. Truxel Design Alternatives** and **Figure 4. Bridge Cross Section Alternatives**). This Environmental Documentation Memorandum is intended to scope all future environmental clearances, consultations, permits, and mitigation that will be required to deliver this Project through construction. It is understood that this Project will have a federal nexus, either through impacts to waters of the U.S. and/or due to federal funding. To ensure consistency throughout this document, it is assumed that federal funding would be obtained and that Caltrans Local Assistance would be the lead under NEPA. As such, this memorandum references Caltrans terminology for NEPA studies.

1.2 Project Purpose

The purpose of the proposed Project is to:

- Provide a crossing of the Lower American River for all modes of transportation which will increase the ability of the community to walk, bike, and utilize public transit as an alternative to driving while being in compliance with the City of Sacramento's Neighborhood Friendly Bridge Policy.
- Improve connectivity across the Lower American River between the Central City and South Natomas for all modes of travel in order to enhance accessibility to resources, jobs, commerce, and social exchanges.
- Increase evacuation and emergency/disaster response options for Central City and South Natomas residents and businesses.
- Enhance recreational access to the American River Parkway from both banks of the Lower American River for pedestrians and cyclists.

1.3 Project Need

The proposed Project addresses the following needs:

- The Lower American River creates a barrier to mobility that causes longer trip lengths for relatively close origins and destinations which discourages walking and bicycling, leads to a dependence on automobiles, and creates inefficient transit routing. These transportation system limitations lead to negative effects on public health.

- The Lower American River creates a barrier to economic activity, social exchanges, and job access between the Central City and South Natomas. In addition, lack of direct connection between the Central City and South Natomas diminishes the viability of development that has been planned and approved in the City of Sacramento's General Plan, the River District Specific Plan, and the Sacramento Railyards Specific Plan.
- Limited connectivity across the Lower American River contributes to longer emergency/disaster response times and limits evacuation alternatives.
- Limited options for access to recreational facilities reduces opportunities to utilize the Lower American River Parkway, especially for those walking and biking.

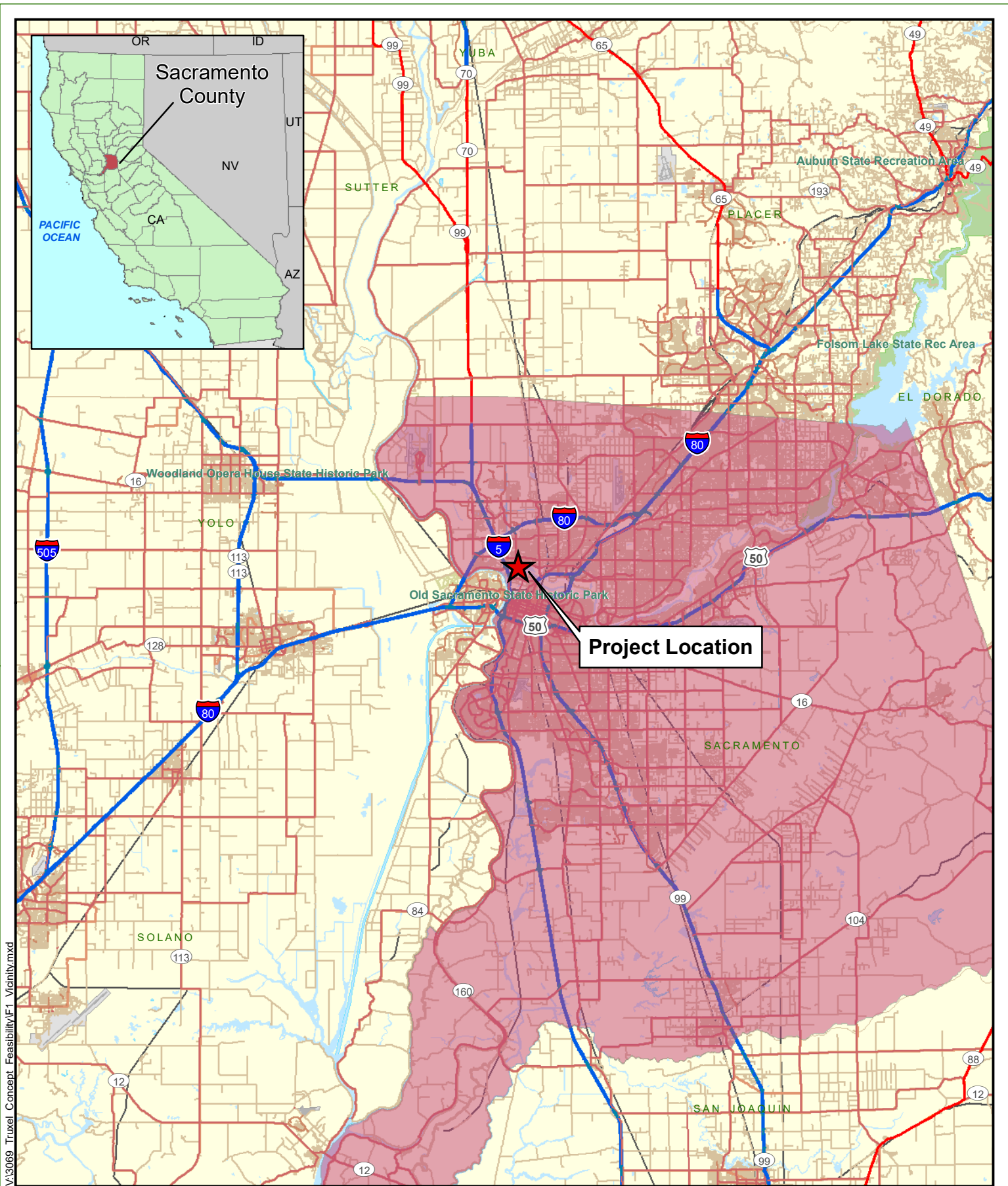
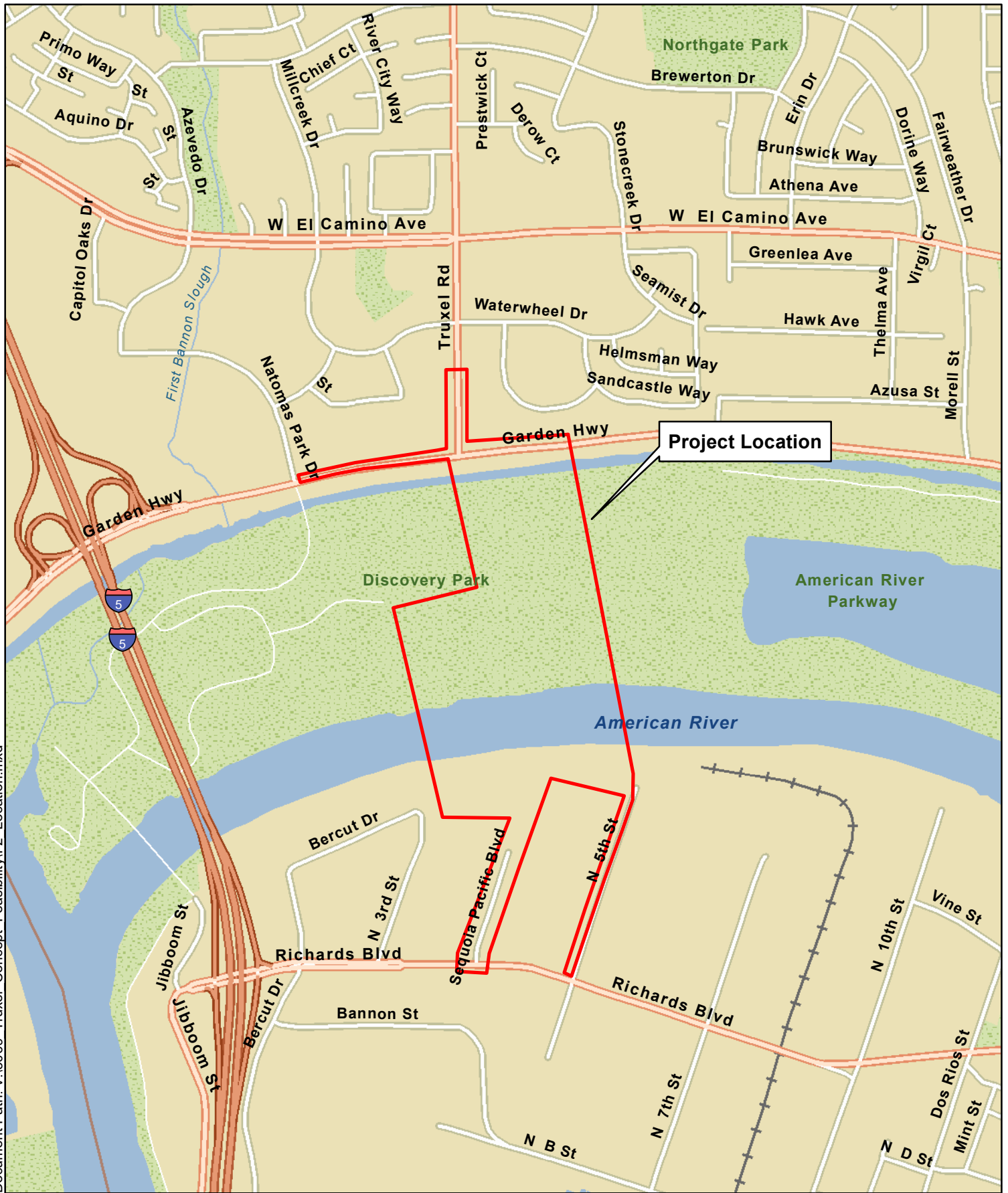


FIGURE 1
Project Vicinity

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California



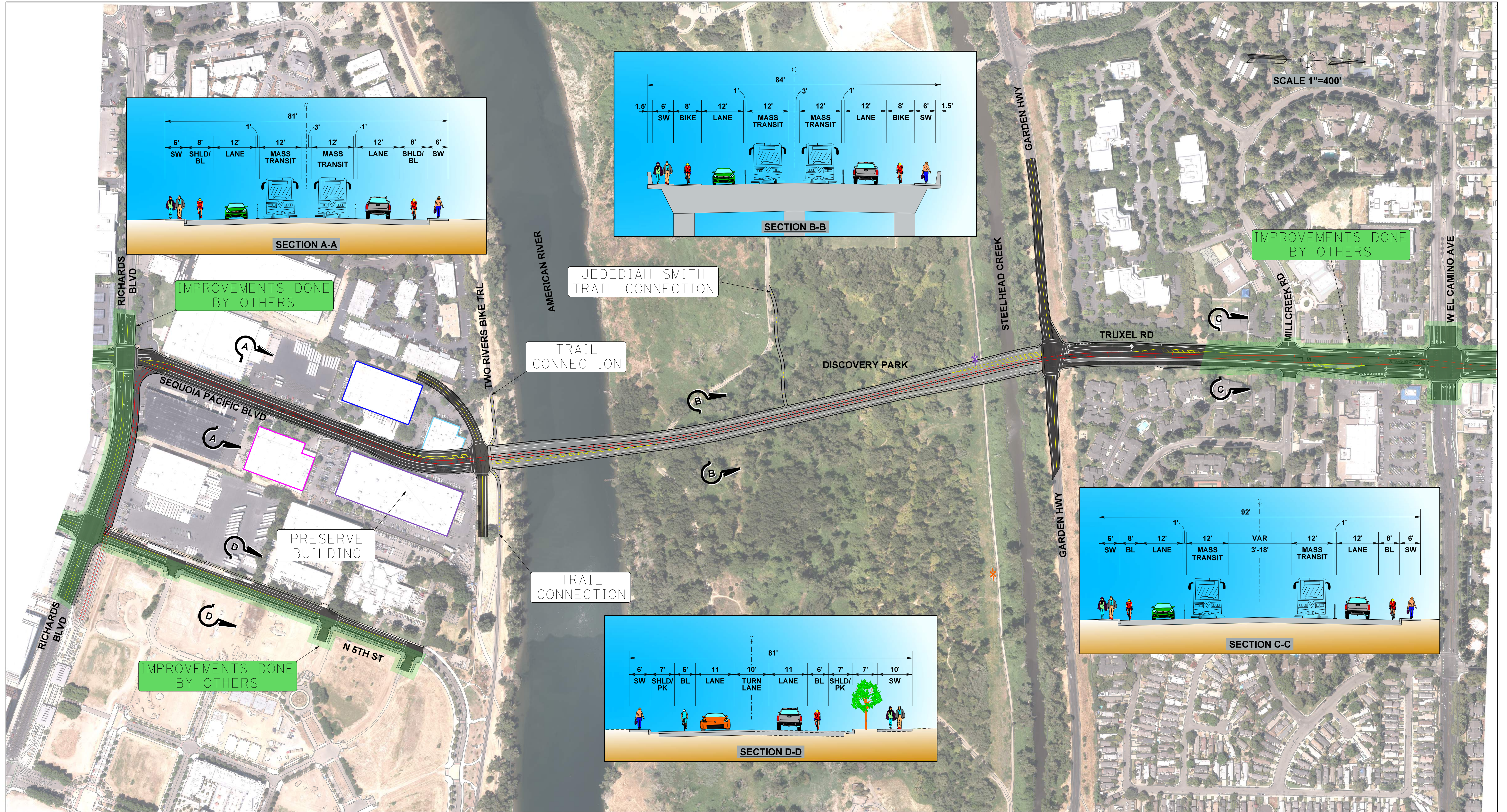
Source: ESRI World Street Maps Online; Dokken Engineering 9/24/2024; Created By: ahale

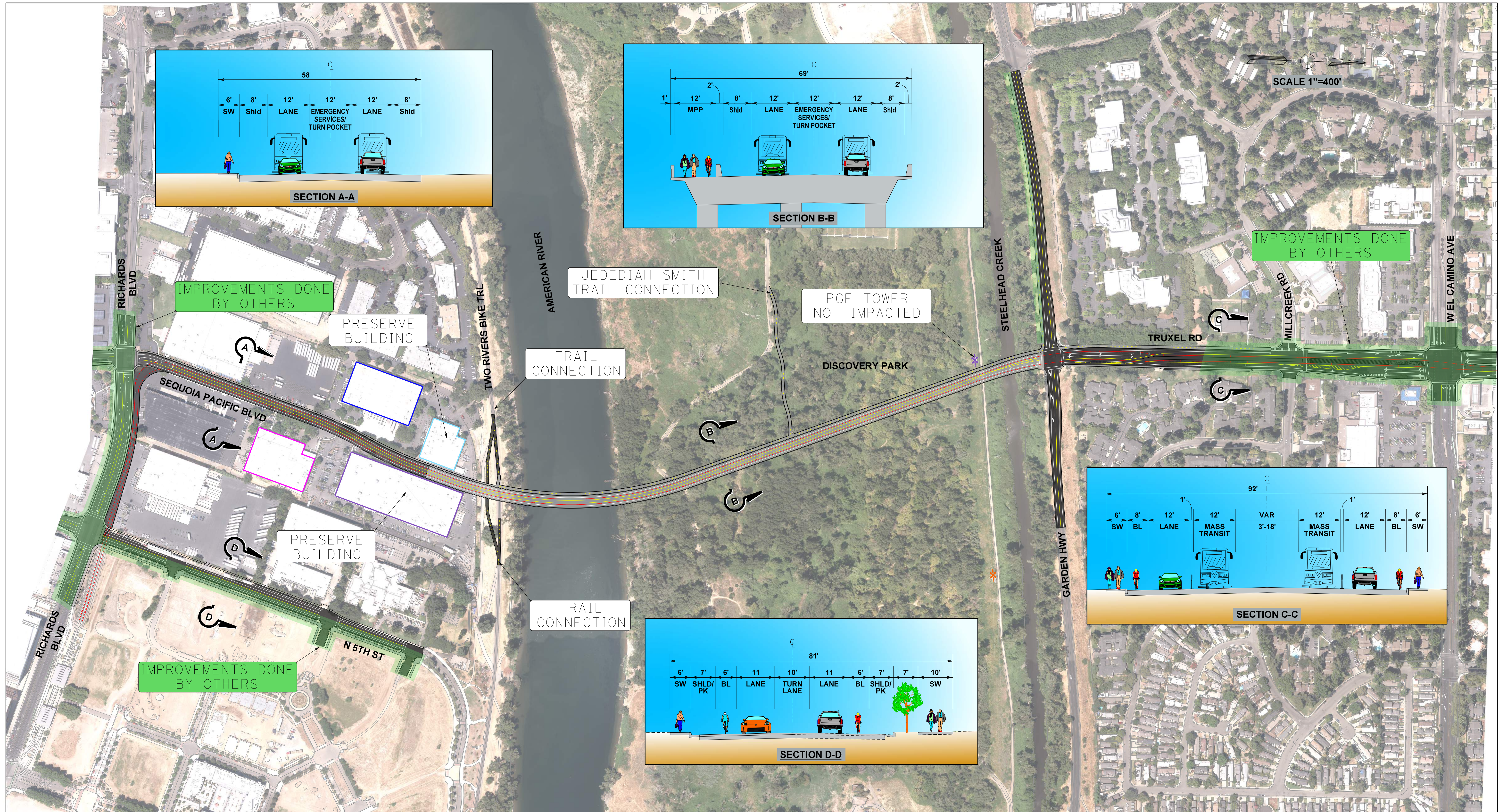


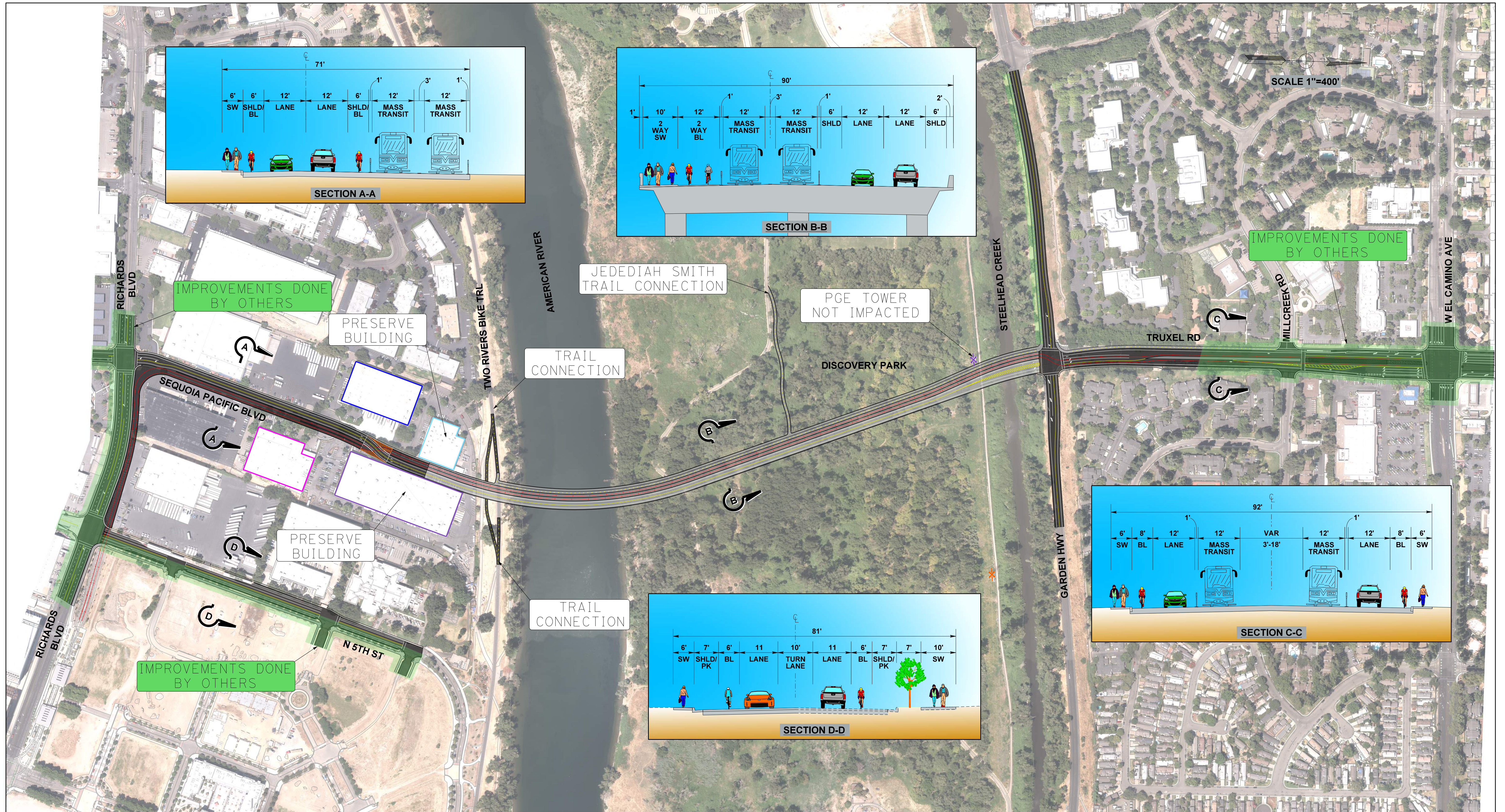
0 800 1,600 2,400 3,200 Feet

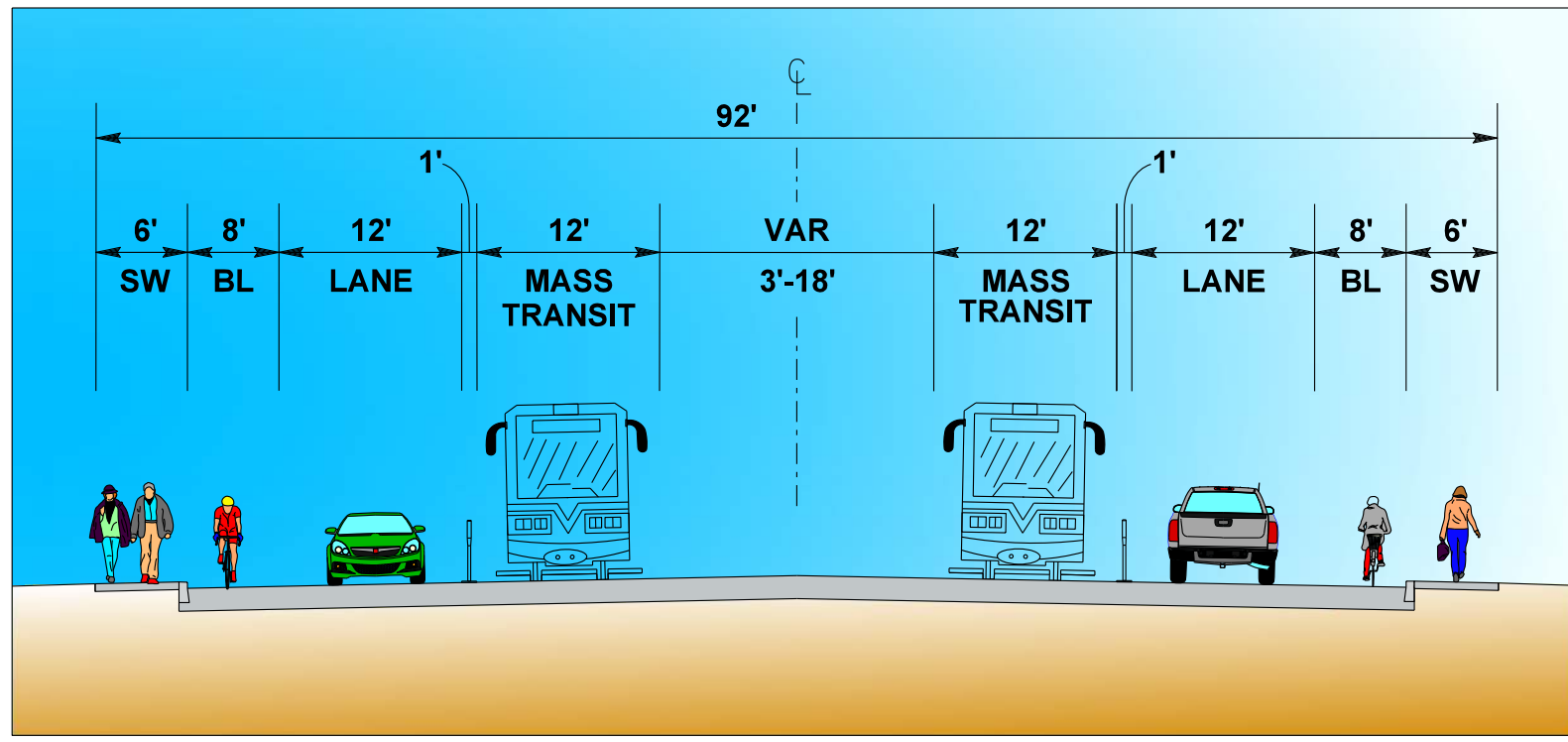
FIGURE 2
Project Location

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California

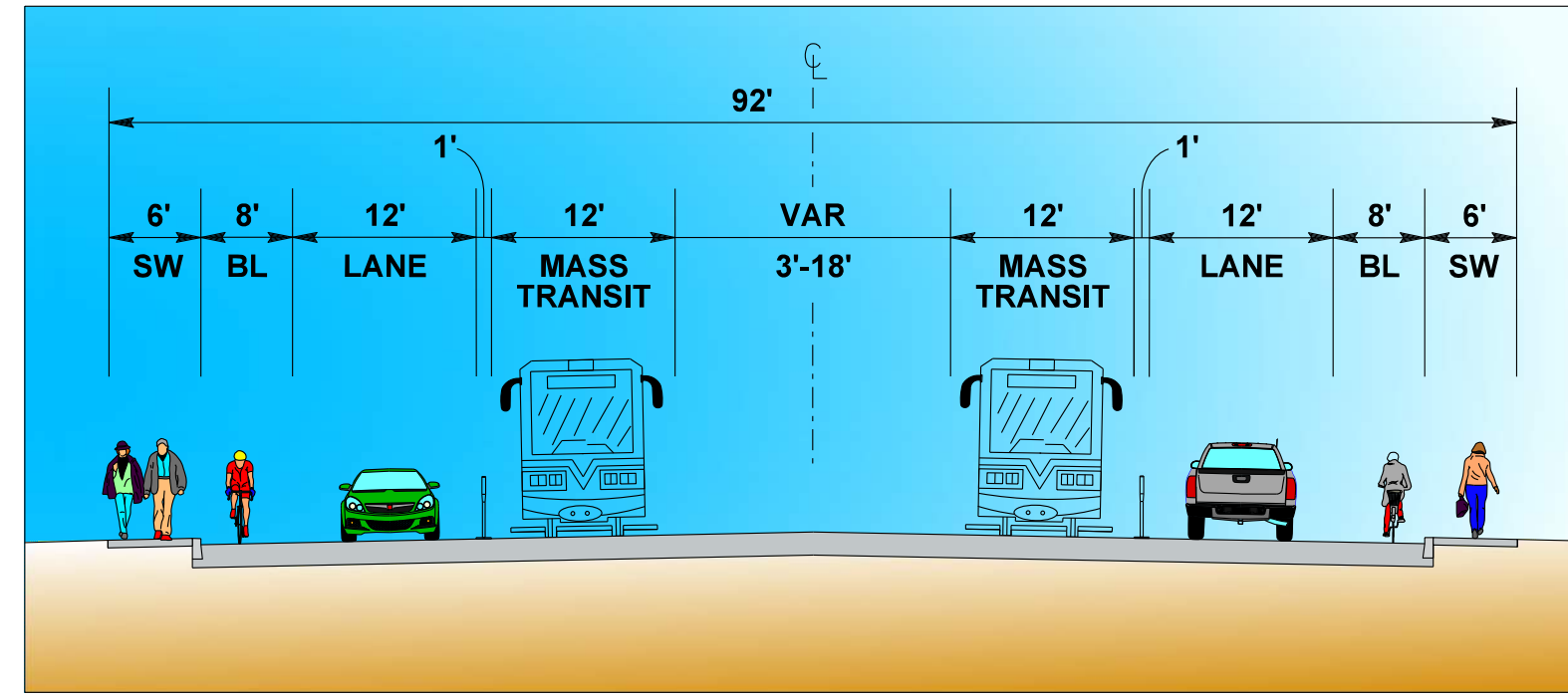




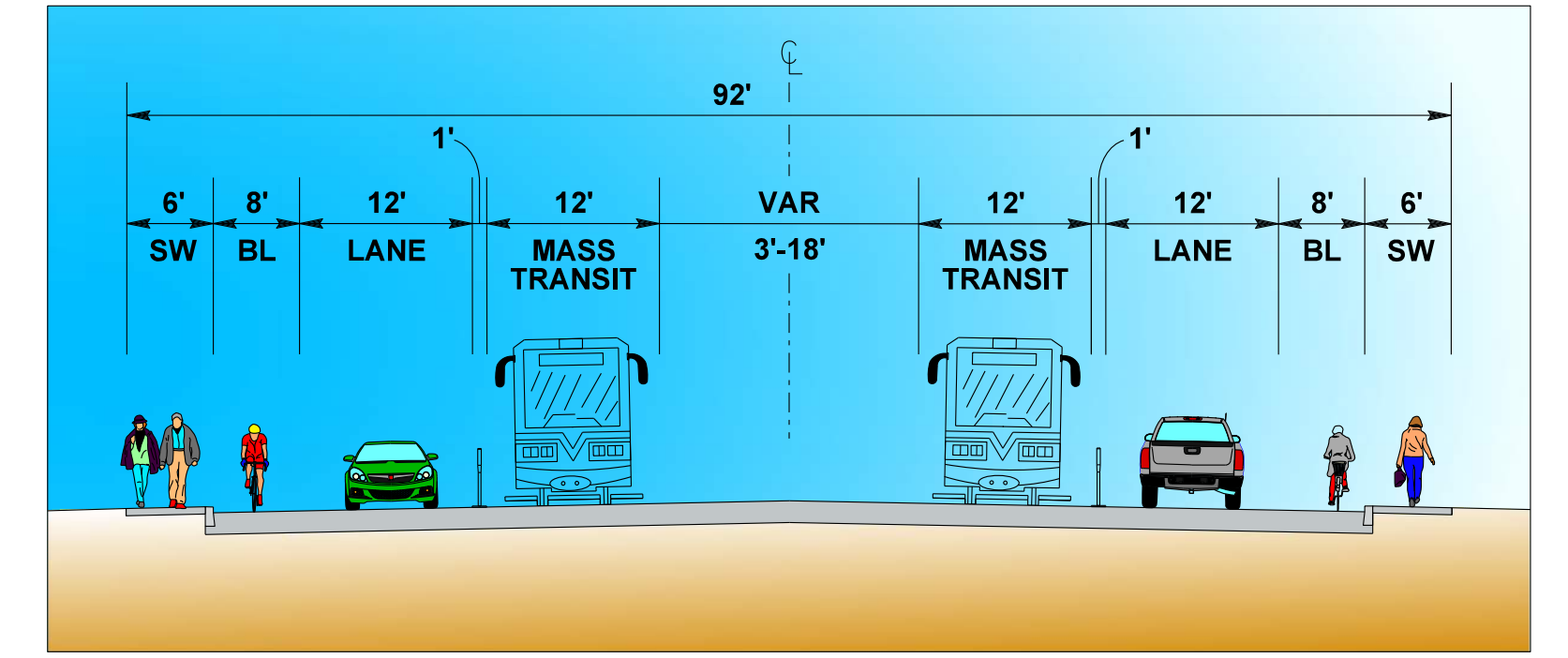




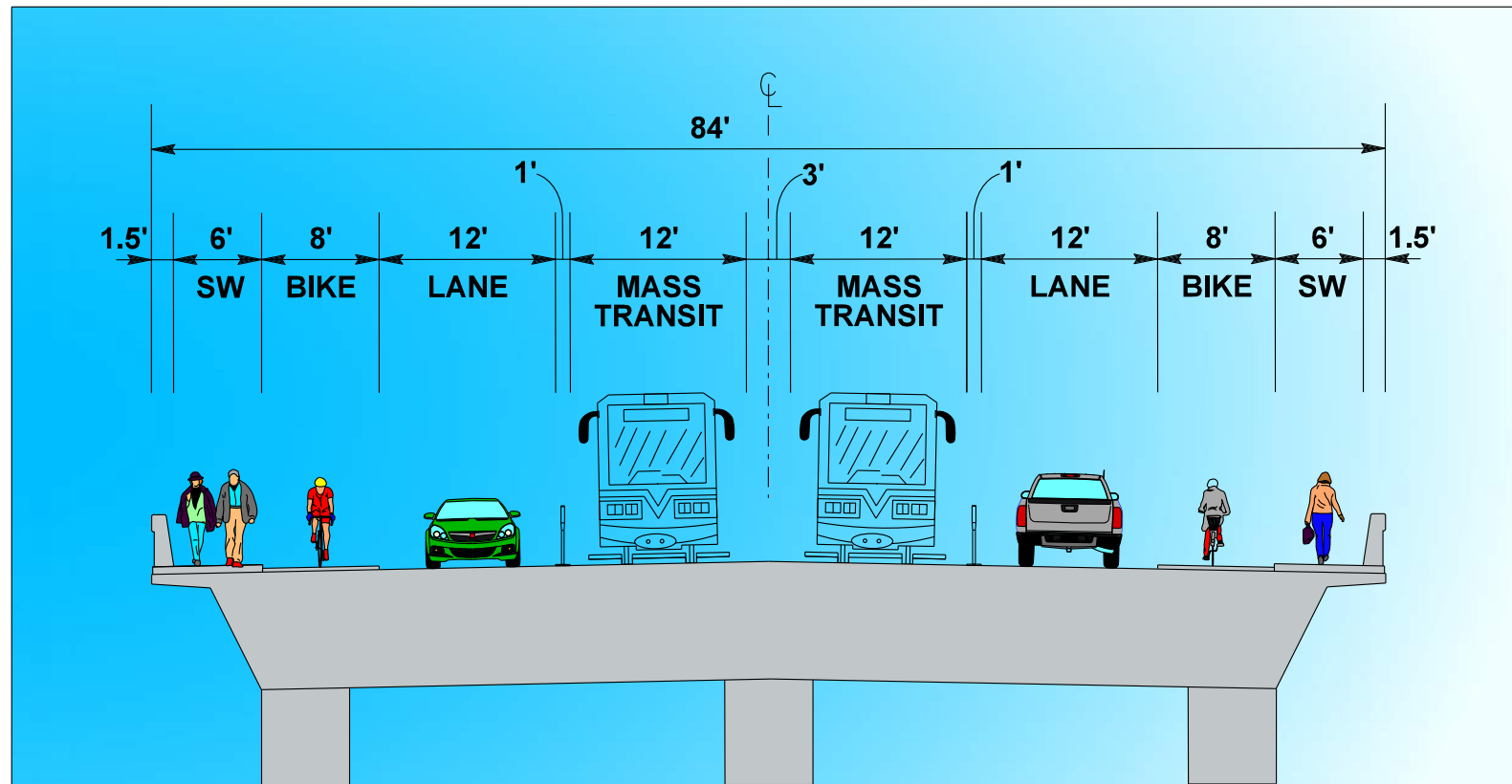
ALT 1
TRUXEL RD NORTH



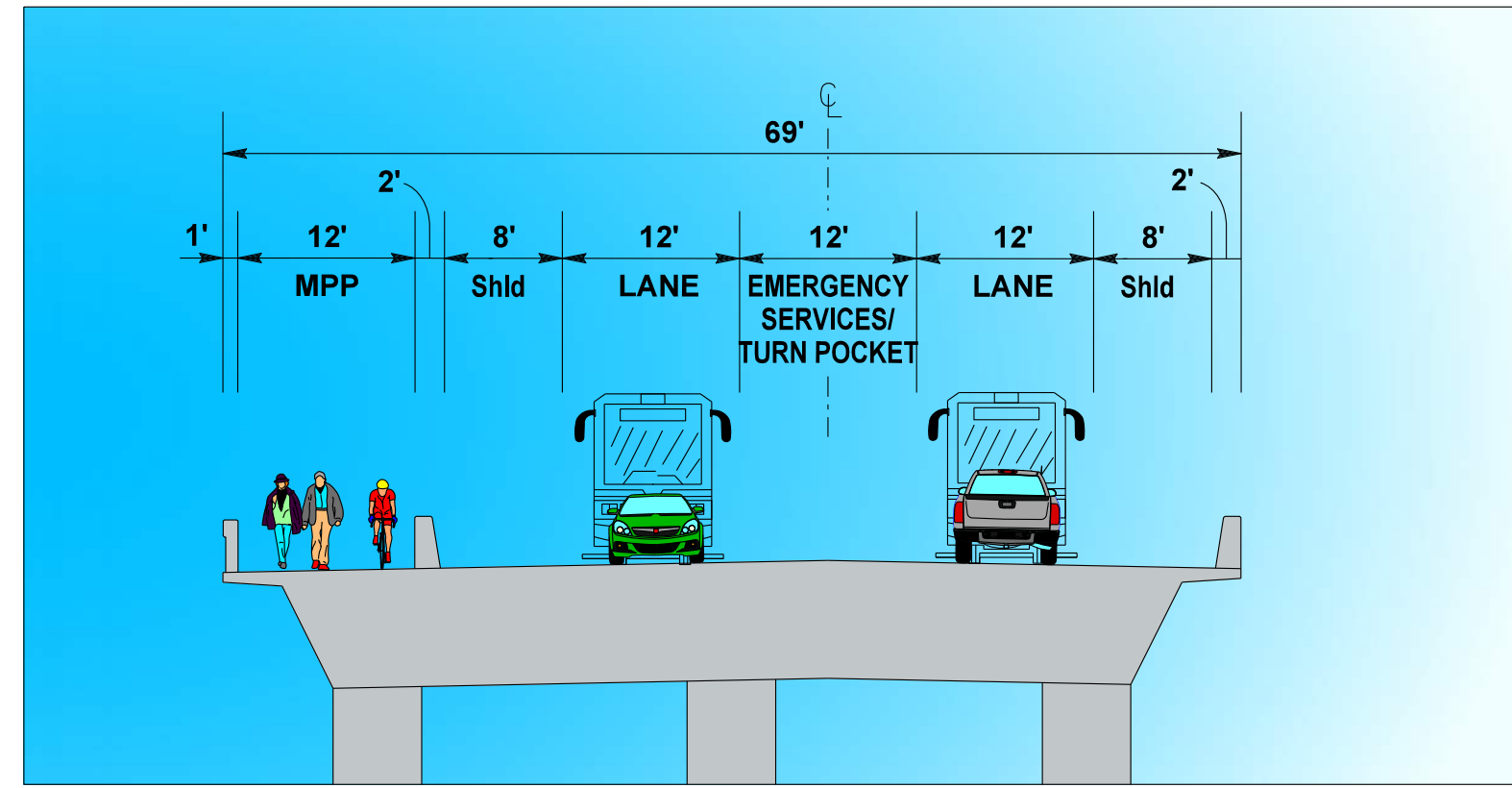
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TRUXEL RD NORTH



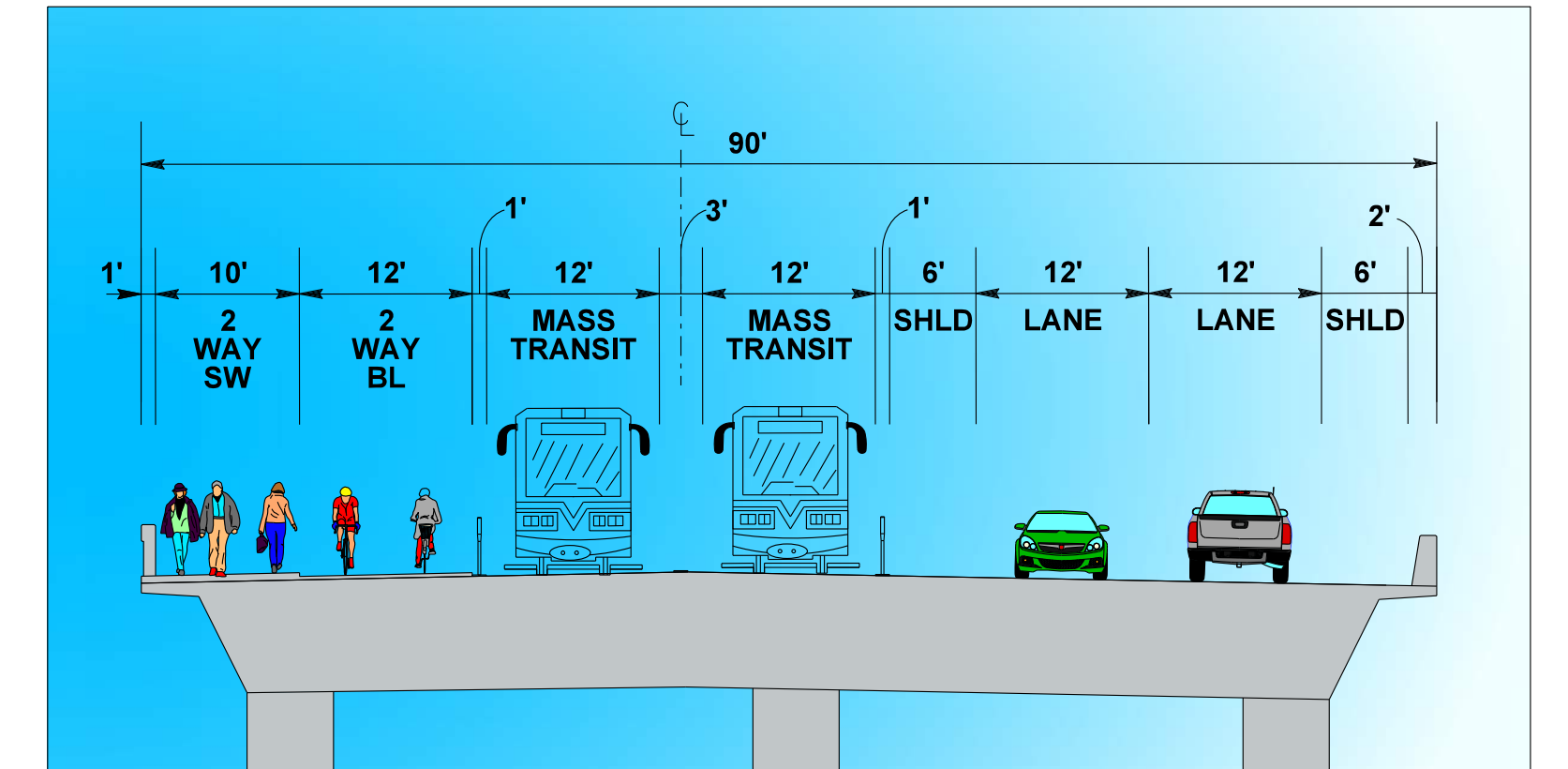
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TRUXEL RD NORTH



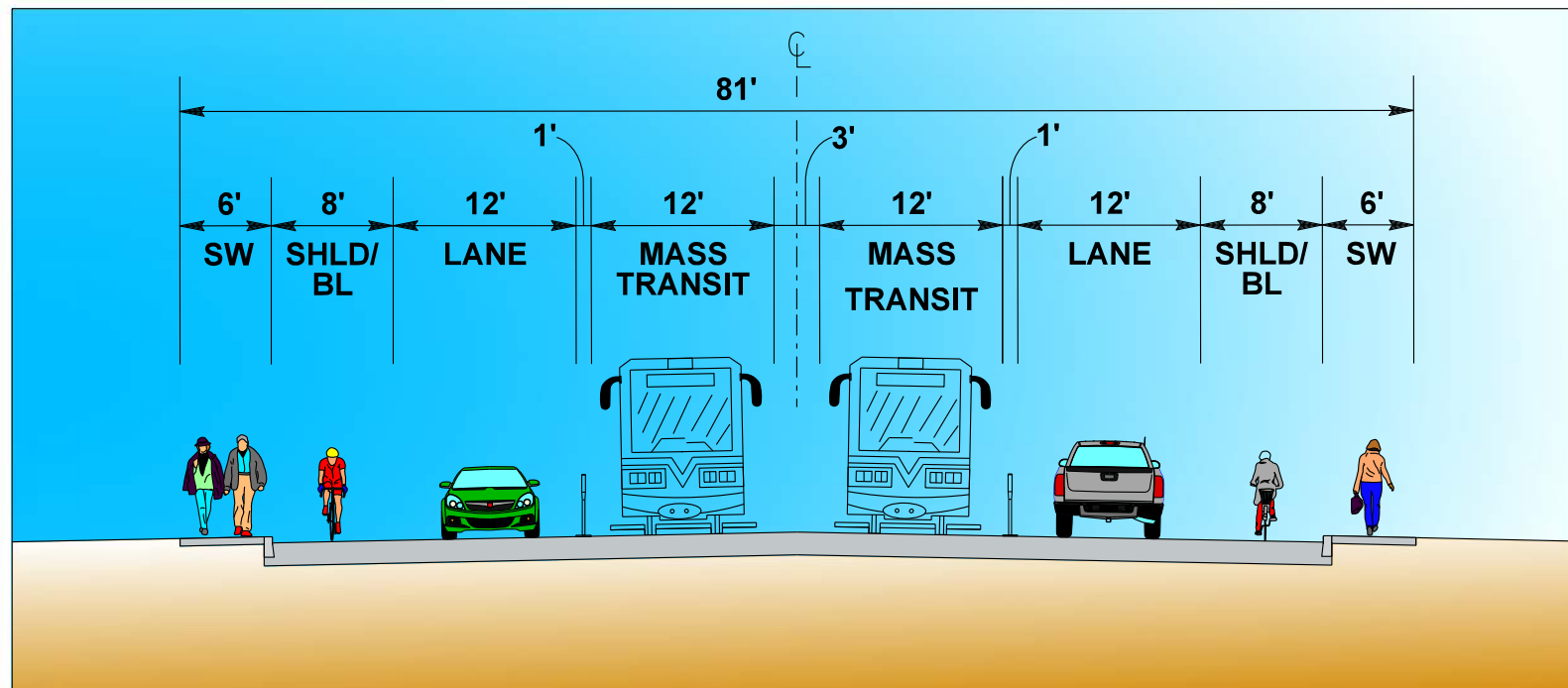
ALT 1
ON BRIDGE



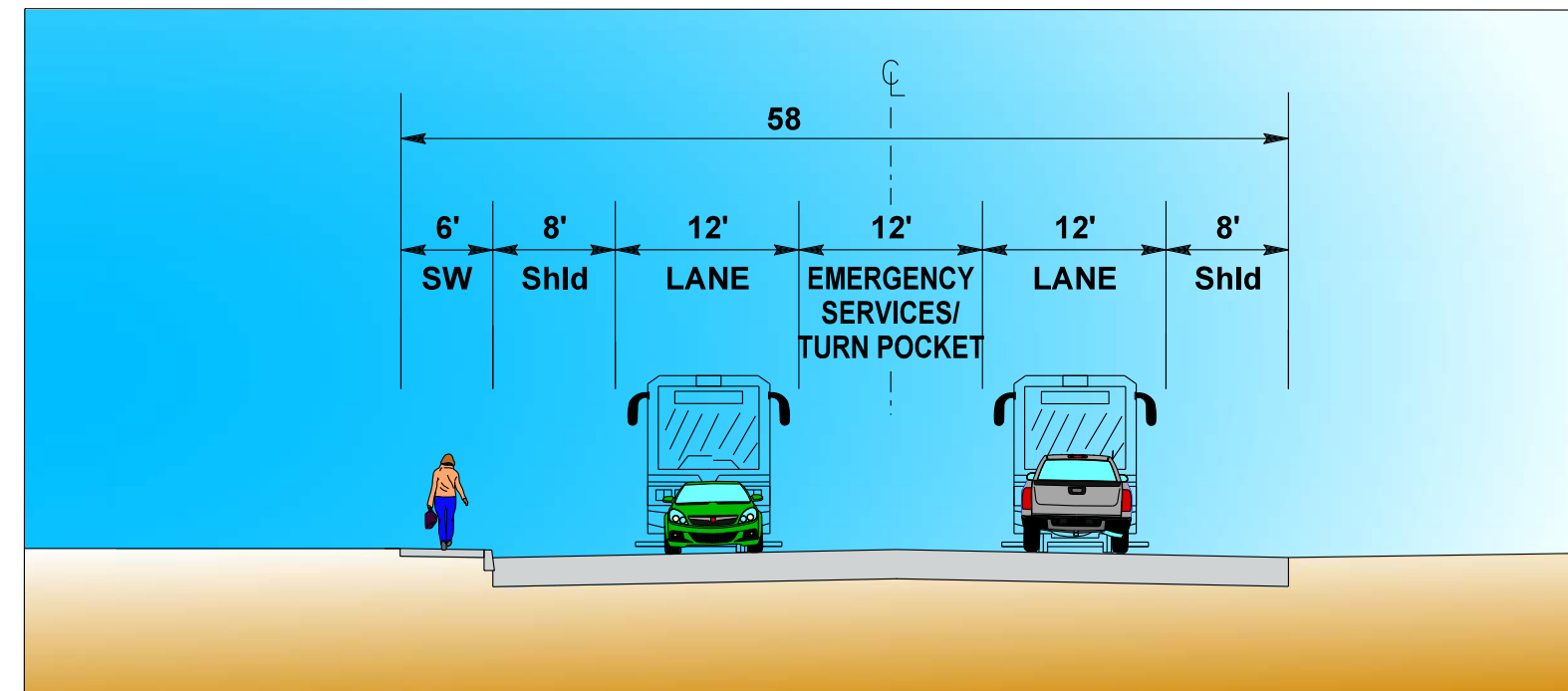
ALT 2
ON BRIDGE



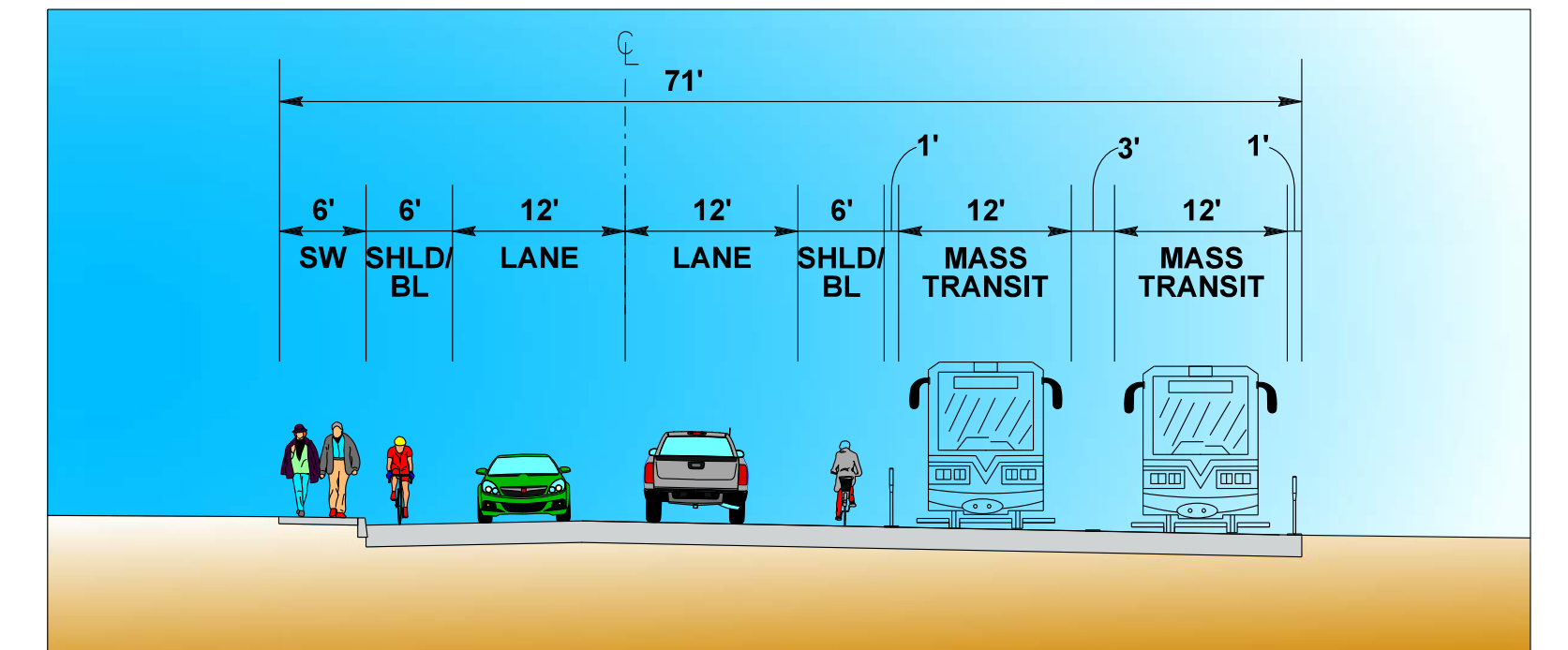
ALT 3
ON BRIDGE



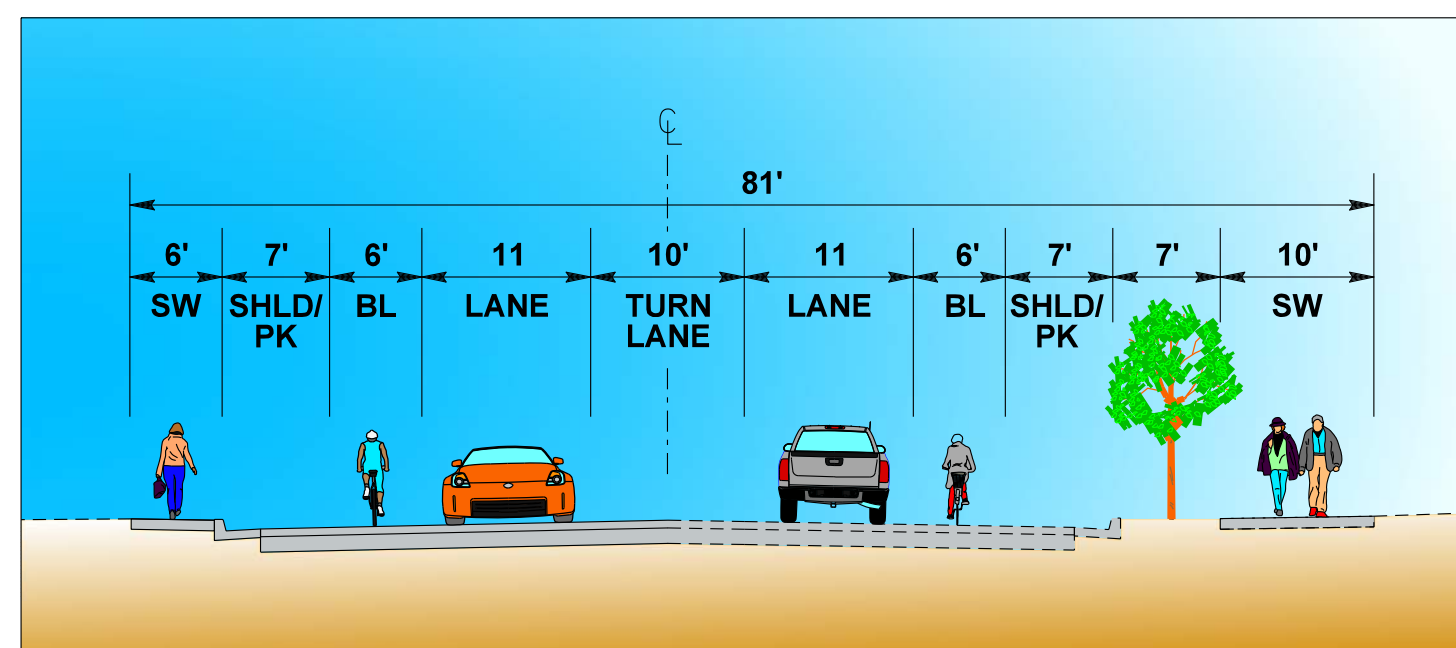
ALT 1
SEQUOIA PACIFIC BLVD



ALT 2
SEQUOIA PACIFIC BLVD



ALT 3
SEQUOIA PACIFIC BLVD



N 5TH ST

1.4 Project Setting

1.4.1 Lower American River

The Project would construct a new bridge across the Lower American River.

Wild and Scenic River

The Lower American River is designated as a “recreational” river within the Federal and State Wild and Scenic Rivers Systems. Sacramento County (County) has been designated to have the primary responsibility of managing this resource under both State and Federal laws. The National Park Service (NPS) has responsibility to ensure that the protections under Section 7(a) of the Federal Wild and Scenic Rivers Act (USC Title 16, Chapter 28) are consistently applied to the river.

American River Parkway Plan

Sacramento County has adopted the American River Parkway Plan (ARPP) as an element of its General Plan. The ARPP is a policy document that guides long term plans for development and preservation of the American River Parkway. Due to the Lower American River’s designation as a recreational Wild and Scenic River, the County’s ARPP focuses on the Parkway’s preservation, use, development, and administration. The County’s 2008 adopted ARPP was also adopted by the State legislature in 2010 under the Urban American River Parkway Preservation Act, Public Resources Code 5840. This State legislation requires that actions of state and local agencies, with regards to land use decisions, shall be consistent with the ARPP.

1.4.2 Biological Resources

Sensitive habitat communities within the Project area include the Lower American River, Steelhead Creek, and Great Valley Riparian Forest habitat. These natural habitat communities support various special status species including Chinook salmon, Green sturgeon, California CCV Steelhead, Swainson’s Hawk, White-Tailed Kite, Western Pond Turtle, and valley elderberry longhorn beetle.

1.4.3 Cultural Resources

The Project is located within the Lower American River adjacent to the confluence with the Sacramento River which was an area of regional importance during both Indigenous and historic occupational periods. There are known Native American cultural resources present within the vicinity of the Project area, including the Delta TCL and the Lower American River Tribal Cultural Landscape (TCL). Historic-era resources within and adjacent to the Project area include the river levees, the Natomas East Main Drain, and commercial buildings.

Chapter 2. Environmental Constraints Analysis

This chapter discusses resource identification efforts and stakeholder outreach completed during the preparation of this Feasibility Study.

2.1 American River Parkway Plan

The Project is located within the American River Parkway and would cross the Lower American River, which is classified as a “recreational” river within the State and Federal Wild and Scenic River Systems. The ARPP acts as the management plan for the federal and state Wild and Scenic Rivers Acts. The ARPP is administered by Sacramento County, specifically the Regional Parks Department, and focuses on the Parkway’s preservation, use, development, and administration. As such, Sacramento County Regional Parks is an important partner for the Project.

The ARPP’s Discovery Park Area Plan identifies a new bridge crossing at the location of the proposed Project. The crossing is identified as the Downtown Natomas Airport (DNA-RT) light rail extension, which was included in the Discovery Park Area Plan in 2008 (**Figure 5. Discovery Park Area Plan Map**), and provided for the conveyance of transit, pedestrians, and bicyclists

Sacramento County Regional Parks and Planning Departments have acknowledged that the proposed Project, which is an all-modes facility and includes one lane for vehicles in each direction, would require a Discovery Park Area Plan Map Amendment to address the addition of vehicles on the crossing.

The City team has collaborated with Sacramento County Regional Parks throughout the Feasibility Study including:

- September 29, 2023: The City team met with Sacramento County Regional Parks to discuss the Project’s purpose, scope, and proposed features; receive County input regarding resources located within the Project footprint and to obtain the County’s recommendations regarding the Project; develop on and off-site mitigation concepts; and, to understand the County’s position and process regarding an Area Plan Map Amendment to the ARPP.
- January 11, 2024: The City team and Sacramento County Regional Parks met with wildlife agencies to discuss the Project, environmental resources, permitting strategy, and mitigation concepts. The City and County met following the meeting to further discuss the Area Plan Map Amendment next steps.
- April 8, 2024: The City team had a focused meeting with staff from Sacramento County Regional Parks and Planning Departments to discuss the level of CEQA analysis and appropriate timing for the Area Plan Map Amendment.
- May 3, 2024: The City team provided a presentation to the American River Parkway Advisory Committee regarding the Project and the need for an ARPP map amendment.
- May 20, 2024: The City team provided a presentation to the County Recreation and Parks Commission regarding the Project and the need for an ARPP map amendment.
- June 4, 2024: City requested written clarification from the County of the required steps to amend the Discovery Area Plan.

- August 2, 2024: Sacramento County responded to the City's request for clarification.
- Throughout August and September 2024, conversations continued with the County. An agreement with the County and City that a CEQA analysis would be produced in the near term with the goal of seeking an Area Plan Amendment was made. The City intends to conduct this analysis throughout the winter of 2024.

During the May 2024 presentations, there were minimal comments or questions and no apparent public opposition despite concerns at several community meetings and online survey.

Continuous coordination with Sacramento County Regional Parks will be critical throughout the future project development phases to collaborate regarding the Project's design, temporary and permanent impacts to existing parkway/recreational features, environmental resource impacts, the ARPP map amendment, and environmental mitigation.

2.2 Biological Resources

2.2.1 Sensitive Habitat Communities

Great Valley Riparian Forest

The Project alignment crosses a dense stand of Great Valley Riparian Forest and will result in both permanent and temporary impact to this vegetation community. This forest type is characterized by a dense multistory tree canopy providing high quality habitat for many species of terrestrial and avian wildlife. Dominant overstory tree species in the Project area include cottonwoods (*Populus fremontii*) and valley oaks (*Quercus lobata*). Common mid-canopy and shrub species include box elder (*Acer negundo*), Oregon ash, blue elderberry, toyon, wild grape, poison oak, and Himalayan blackberry.

The Project alignment crosses through approximately 1,900 feet of Great Valley Riparian Forest between the north bank of the American River and the northern Project terminus at Truxel Road and an additional 100 feet along the south bank of the American River (**Figure 6. Habitat and Biological Resources**). Assuming the construction footprint will be approximately 150 feet wide (permanent bridge width plus temporary construction access), the Project will require the removal of approximately 7.5 acres of Great Valley Riparian Forest habitat and the removal of approximately 800 to 1,000 trees. As the Project is within the American River Parkway, all compensatory mitigation for habitat impacts (including tree loss) must be implemented within the parkway (*ARPP Mitigation of Project Impacts* – pg. 225).

Lower American River

The Lower American River is a tributary to the Sacramento River and is designated a Water of the United States, and a Water of the State (**Figure 6. Habitat and Biological Resources**). The channel provides important habitat for multiple species of special status fish including Spring and Winter Run Central Valley Chinook Salmon (*Oncorhynchus tshawytscha*), California Central Valley (CCV) Steelhead (*Oncorhynchus mykiss* ssp. *irideus*), and green sturgeon (*Acipenser medirostris*). In addition, the channel is final designated critical habitat for all three species and is also designed as an Essential Fish Habitat by NMFS.

The Project will involve adding both temporary and permanent structures to the main channel of the American River. The bridge is expected to be supported by a minimum of two sets of permanent concrete columns that will be drilled into the bed of the river. Construction will also

likely require assembly of a temporary wooden trestle over the river supported on temporary steel piles. Installation and removal of the temporary trestle piles will involve some level of impact pile driving which has the potential to result in harmful levels of underwater sound pressure. An analysis of underwater sound pressure will be required and included as part of the biological analysis completed for the Project. In addition, the permanent concrete columns that will support the new bridge will result in a slight permanent reduction in available stream channel habitat.

Proposed Rails

Downtown Natomas Airport Light Rail

Land Use Designation

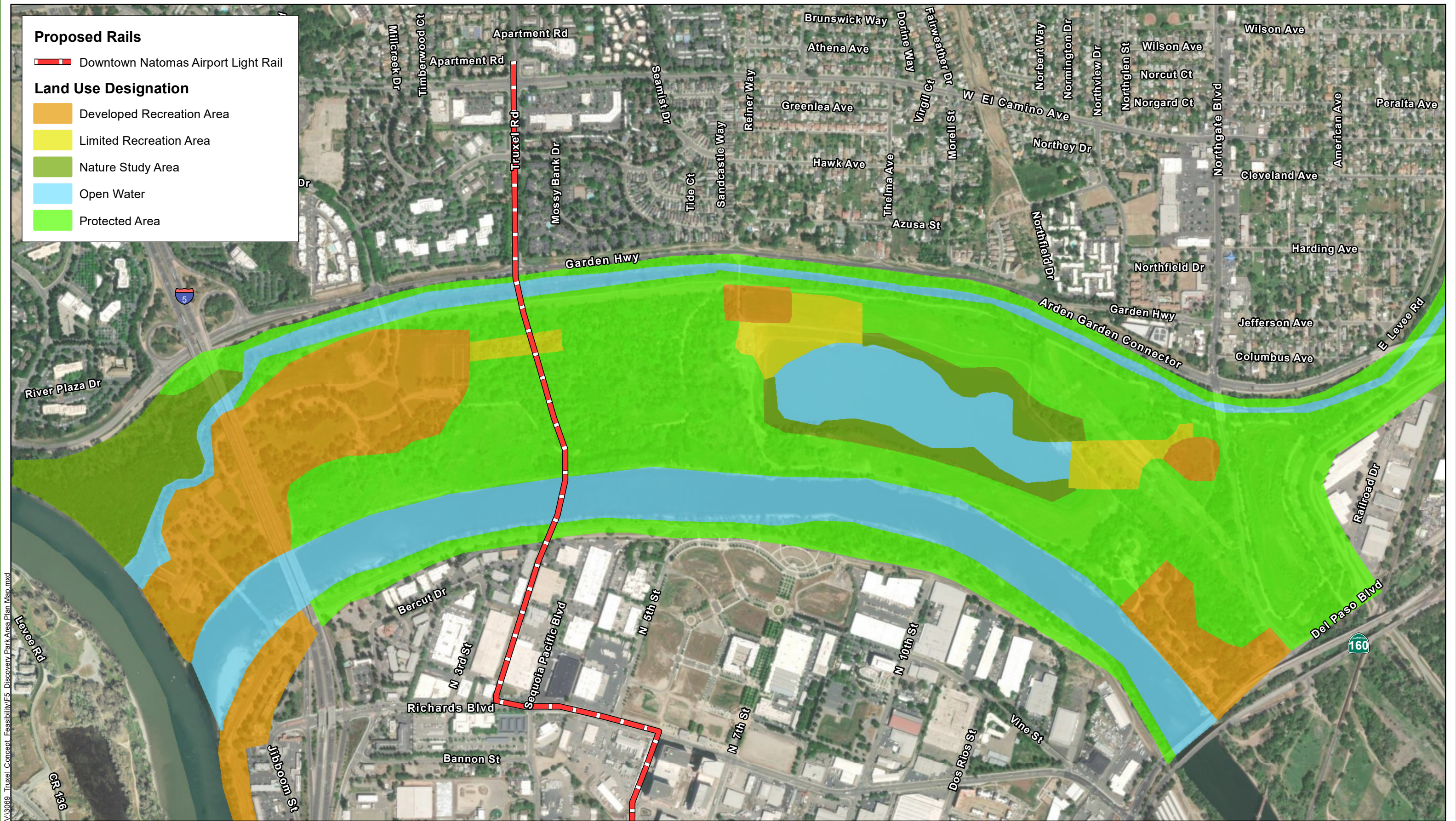
Developed Recreation Area

Limited Recreation Area

Nature Study Area

Open Water

Protected Area



V:\3069_Truxel Concept_Feasibility\F5_Discovery Park Area Plan Map.mxd

Source: ESRI Maps Online; Dokken Engineering 7/15/2024; Created By: ahale

1 inch = 800 feet

0

800

1,600

2,400

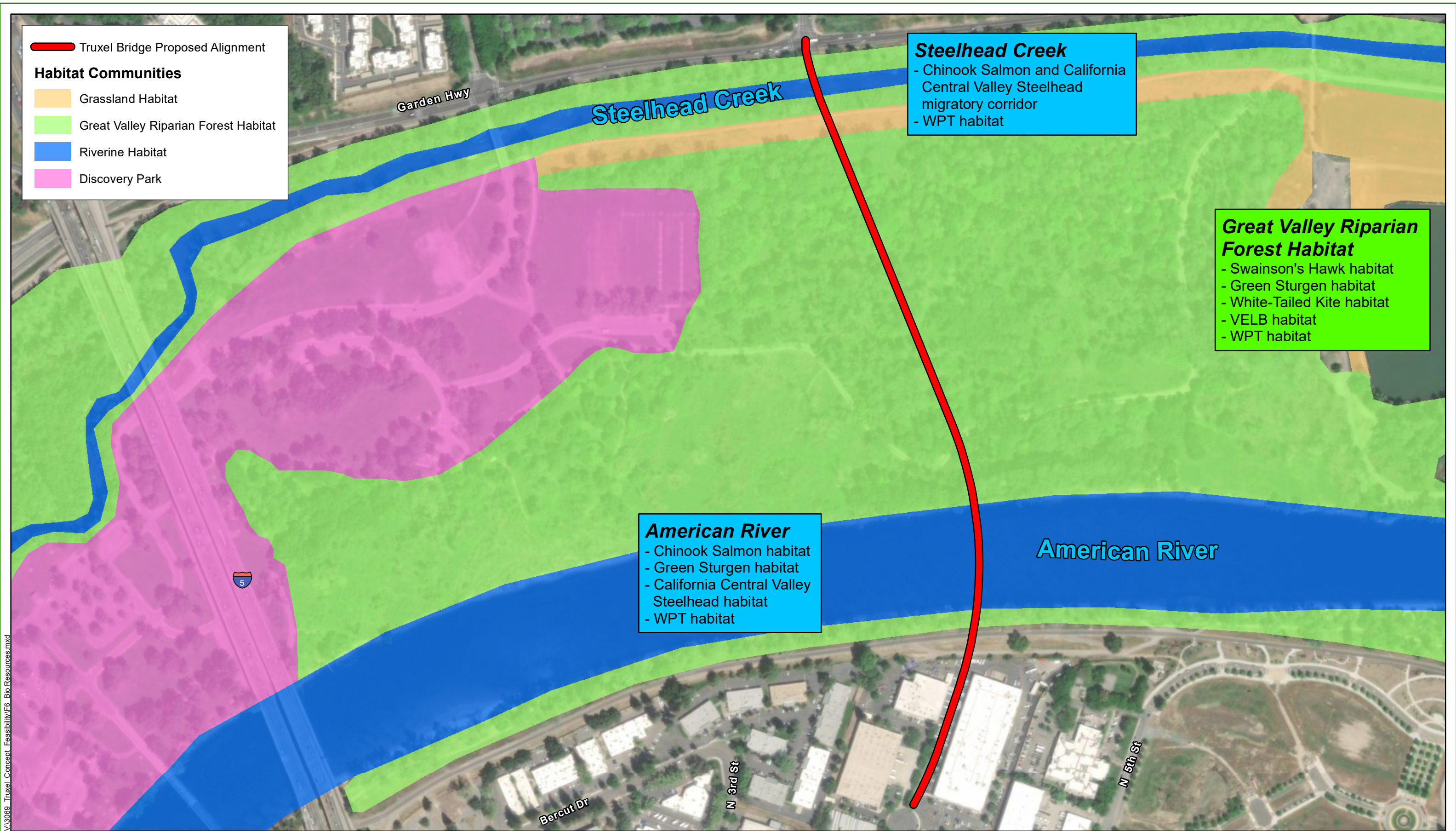
3,200

4,000

Feet

FIGURE 5
Discovery Park Area Plan Map

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California



V:\3069_Truxel Concept_Feasibility\F6_BioResources.mxd

Source: ESRI Maps Online; Dokken Engineering 7/15/2024; Created By: ahale



1 inch = 350 feet



FIGURE 6
Habitat and Biological Resources

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California

Steelhead Creek

Steelhead Creek flows south from the Elverta and Rio Linda neighborhoods before turning west at Discovery Park and flowing parallel to Garden Highway before emptying directly into the Sacramento River. Steelhead Creek is fed by a number of urban tributaries including Arcade Creek and Dry Creek and carries perennial flow. Water quality and habitat values have been degraded by urban runoff, illegal dumping, and homeless encampments. The channel still provides a migratory corridor for small runs of anadromous fish including Chinook salmon and CCV Steelhead on their way to spawning habitat in Steelhead Creek.

The Project is expected to clear span over Steelhead Creek, meaning that no permanent bridge elements would be constructed within the channel; however, it's likely that a large abutment will need to be placed in the north bank of Steelhead Creek and riparian vegetation along both sides of Steelhead Creek would be temporarily impacted for construction access.

Previous Mitigation Projects

In the early 2000s, Sacramento County Parks undertook a salmonid floodplain rearing habitat enhancement project on the north bank of the American River, just east of the Project area. The project entailed downgrading a section of the stream bank to hydraulically connect it to the river during moderate flow events and revegetating with native trees and shrubs.

An elderberry and riparian forest habitat restoration project was completed immediately east of the Project area in the mid-2000s. The Project may require temporary or permanent encroachment into this restoration area depending on the final alignment and bridge design.

2.2.2 Special Status Species

A total of 7 special status species are either presumed to be present or have a high potential to be found within the Project area (**Figure 6. Habitat and Biological Resources**). Agency consultations and habitat mitigation for the species will be required.

Central Valley Chinook Salmon (Spring & Winter Run)

Chinook salmon (*Oncorhynchus tshawytscha*) is listed under both the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA). Two populations of the species use the Lower American River including a winter-run population and a spring-run population. The winter-run population is listed as endangered and the spring-run population is listed as threatened. In addition, the Lower American River is final designated Critical Habitat for the species.

Chinook salmon are anadromous, meaning they migrate between the ocean and fresh water to spawn and complete their life cycle. Depending on the population, adults migrate from marine habitats off the coast of California and move into freshwater river systems in either the winter or spring. The adults travel up the river systems, returning to their natal spawning grounds to breed before dying. When the eggs hatch, the young fish spend upwards of a year in freshwater before migrating out to the ocean where they will spend their entire adult life. Towards the end of their lives, the adults return to their natal streams to spawn and die, repeating the cycle.

Where the Project area crosses the American River, the water is too deep and the stream bed substrate too fine to support spawning habitat for the species; however, suitable spawning habitat is present further upstream, and the American River Fish Hatchery located just downstream of

the Nimbus Dam intercepts and artificially spawns thousands of Chinook salmon every year. The Project segment is part of a critical link along the species migration corridor, connecting the spawning grounds and fish hatchery to the ocean.

Green Sturgeon

Green sturgeon is listed as threatened under FESA and their conservation is under the purview of NMFS. The Southern Distinct Population Segment of Green sturgeon consists of populations utilizing coastal marine waters from Monterey Bay, California, north to Cape Flattery, Washington and inland freshwater channels including the Sacramento River, lower American River, lower Feather River, and lower Yuba River in California; the Sacramento-San Joaquin Delta and Suisun, San Pablo, and San Francisco bays in California; the lower Columbia River estuary; and certain coastal bays and estuaries in California, Oregon, and Washington.

Green sturgeon are anadromous marine dwelling species of estuaries, bays and oceanic waters. During the breeding season, mature Green sturgeon navigate upstream to freshwater riverine environments from February to July. Spawning is relatively infrequent and believed to occur once every 2 to 5 years, from March to July in cold, clean waters. Among the threats contributing to the Green sturgeon's decline are invasive species, inaccessibility to reaches within its native range, pollution, water development projects, insufficient water levels, fishing and habitat loss. In addition, the loss of shaded riparian corridors and alterations to natural flow regimes have contributed to harmful water temperatures during egg deposition (preferred 46-57 degrees Fahrenheit) and larval development (preferred 52°F -66°F).

The Project footprint is within final designated Critical Habitat for the species and this section of the Lower American River provides potential migration, spawning, and rearing habitat for the species. Adults could be present during the migration and spawning seasons (February – July), and smolt/fry may be present during any time of year.

California Central Valley Steelhead

CCV Steelhead is a distinct population of Steelhead listed as threatened under FESA. This distinct population is found in the Sacramento and San Joaquin River basins in the Central Valley. Steelhead are anadromous fish that spend part of their life cycle in freshwater and part in salt water. The species was once abundant in California coastal and central valley drainages; however, population numbers have significantly declined, especially in the tributaries of the Sacramento River. The species spawns in freshwater streams where the young remain for several years before migrating to the ocean where they spend most of their lives. After several years in the ocean, adults return to their natal streams to spawn. Unlike salmon, CCV Steelhead are capable of spawning more than once before they die.

The Lower American River provides vital habitat for the continued existence of CCV Steelhead and a sizable run of several thousand adults are counted at the American River Hatchery fish ladder several miles upstream each year. In addition, the Lower American River is final designated Critical Habitat for CCV Steelhead. Adults are present in the river during the fall/winter migration and spawning seasons and smolt/fry may be present any time of year.

Bald Eagle

Bald eagles have been delisted from the Federal Endangered Species Act but are still fully protected under the Bald and Golden Eagle Act of 1940. Bald eagles are large birds of prey and opportunistic feeders. They mainly eat fish but will also feed on carrion when available. The species builds large platform nests at the tops of large mature trees, usually in proximity to large

bodies of water. The Lower American River provides suitable nesting and foraging habitat for bald eagle and is known to support several pairs of nesting eagles.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is listed as a threatened species under CESA. The species migrates annually from wintering areas in Central and South America to breeding locations in northwestern Canada, the western U.S., and Mexico. In California, Swainson's hawks nest throughout the Sacramento and San Joaquin Valley. The species is typically associated with mature riparian forest habitat, but individual pairs will also nest in large, isolated trees. The breeding season extends from late March through late August, with peak activity from late May through July (England et al. 1997). Swainson's hawks forage in large, open agricultural habitats, including alfalfa and hay fields. The breeding population in California has declined by an estimated 91% since 1900; this decline is attributed to the loss of riparian nesting habitats and the conversion of native grassland and woodland habitats to agriculture and urban development. Swainson's hawk are known to occur in the riparian forests of the Lower American River and the species is presumed to be present within or adjacent to the Project area.

White-Tailed Kite

White-tailed kite is a fully protected species under California Fish and Game Code Section 3511. This level of protection dictates that no individuals of this species may be impacted in any way. The species has a restricted distribution in the United States, occurring only in California and western Oregon and along the Texas coast (American Ornithologists' Union 1983). The species is fairly common in California's Central Valley margins with scattered oaks and river bottomlands. White-tailed kites nest in riparian and oak woodlands and forage in nearby grasslands, pastures, agricultural fields, and wetlands. They use nearby treetops for perching and nesting sites. Voles and mice are common prey species.

Riparian habitat within the Project area provides high quality habitat for the species and there are numerous documented occurrences of white-tailed kite within the Discovery Park area. The species is therefore considered to have a high potential to occur nearby and may be affected by the proposed Project. Additional conservation measures will need to be developed to ensure the species is "Fully Protected" throughout construction.

Western Pond Turtle

The western pond turtle is not currently a State or Federally listed species; however, the species is proposed for listing as a Threatened species under both FESA and CESA. The western pond turtle is a fully aquatic turtle, inhabiting ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. The species requires suitable basking sites such as logs, rocks and exposed banks and associated upland habitat consisting of sandy banks or grassy open fields for reproduction. Nesting occurs mid-June through mid-July and egg incubation takes approximately 5 to 8 months before young emerge from the nest.

The Lower American River provides potentially suitable aquatic and upland habitat for western pond turtle and while the species is more strongly associated with ponds and smaller stream channels, there are several documented occurrences of the turtle further upstream along the Lower American River. Western pond turtle is therefore considered to have a high potential to occur within the Project area.

Valley Elderberry Longhorn Beetle

The valley elderberry longhorn beetle (VELB) has been federally listed as threatened since 1980. Elderberry shrubs (*Sambucus* sp.), which grow in riparian areas and foothill woodlands in California's Central Valley, are VELB's obligate host plant which they depend on for survival and reproduction. The beetle goes through four life stages: egg, larvae, pupa, and adult. Females lay their eggs on the bark of the elderberry shrub and the larvae hatch and burrow into the stems. Larvae are active within the stems year-round and take one to two years to emerge as adults. The adults are active from March to June. The beetle feeds exclusively on the elderberry shrub throughout all stages of its life (USFWS 2017). VELB's usage of elderberry shrubs can be detected by the presence of exit holes created by the beetle's larval stage in the stem of the shrubs. The VELB is threatened by habitat loss of California's Central Valley riparian areas mainly due to agriculture and urban development.

Sections of the American River riparian corridor have been designated as Critical habitat for the species, the closest of which is approximately 1.4 miles upstream of the Project. In addition, a portion of the riparian habitat within the project area was planted with elderberry shrubs as mitigation for a separate project. The beetle is presumed to be present within the project footprint and a large number of elderberry shrubs will need to be removed.

2.2.3 Mitigation

As mentioned in section 2.2.1, all compensatory mitigation for habitat impacts must be mitigated within the American River Parkway. A portion of the required habitat creation and enhancement will be able to be placed within the temporary impact footprint; however, permanent impacts resulting from the physical bridge structure and shade impacts will need to be mitigated by completing a habitat creation or enhancement project elsewhere within the American River Parkway.

The City team has completed initial outreach to various wildlife and regulatory agencies and the Sacramento County Parks Department and identified a potentially suitable site approximately 2 miles upstream in the Woodlake Plan Area. It is estimated that an off-site mitigation project will need to establish approximately 25 acres of enhanced/created habitat for the various protected biological resources. The Woodlake Plan Area is currently designated as a protected area and there are no plans to further develop recreational facilities or trails in this area. In the next phase of work, the City will need to work with County Regional Parks, regulatory agencies, and stakeholder groups to develop a conceptual mitigation design.

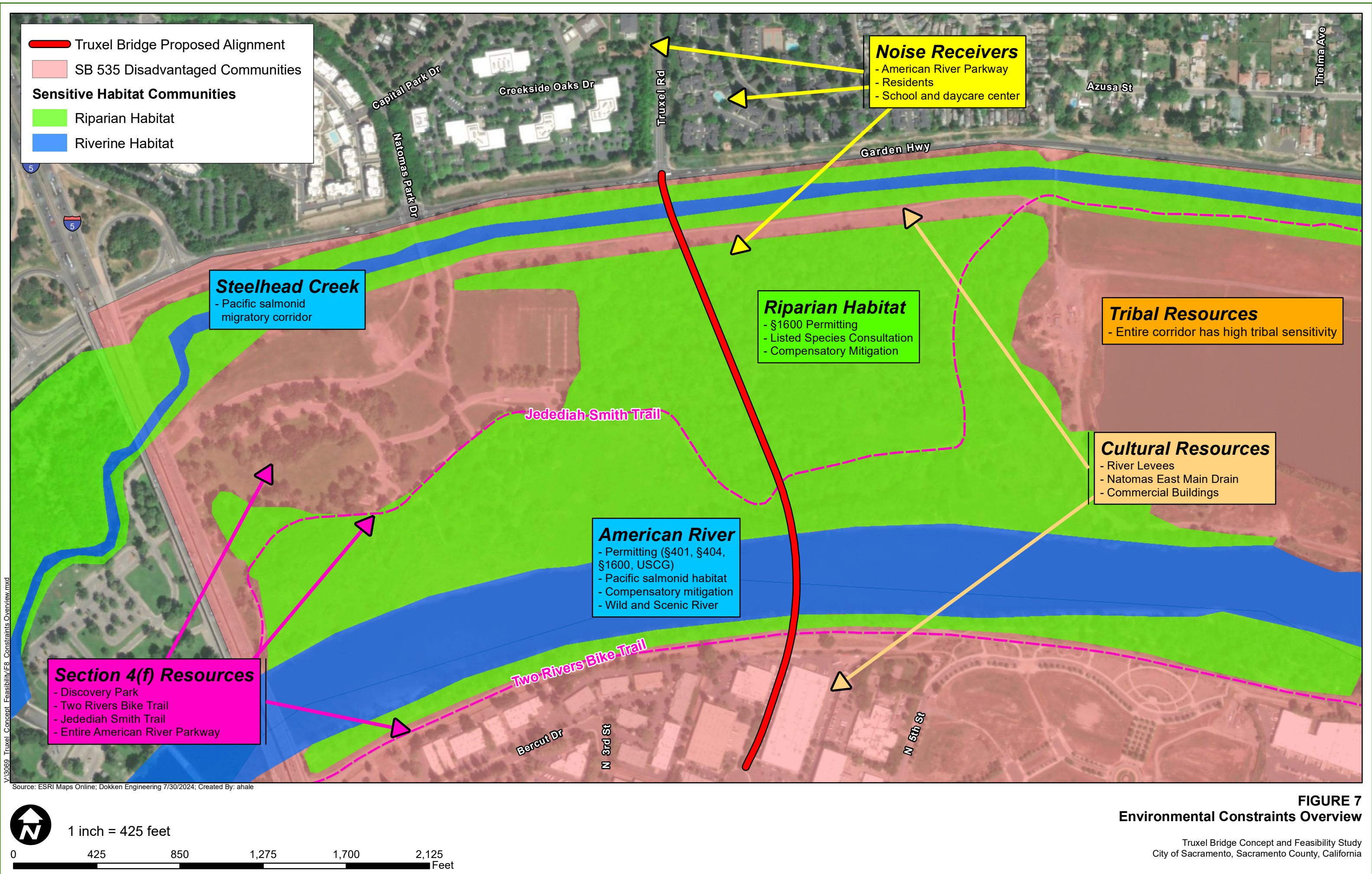
2.3 Cultural Resources

Cultural resource services are required for the Project to comply with Section 106 of the National Historic Preservation Act (NHPA) and CEQA. These services will include the identification and evaluation of any cultural resource within the Project footprint. Identification will consist of conducting a review of records on file at the North Central Information Center, consultation with Native American Tribal governments, archaeological field surveys, and archaeological presence/absence testing. Presence/absence testing is especially important to complete early in the planning process due to the dense vegetation that obscures the ground surface within the Project footprint.

Due to the high cultural resource sensitivity, the City has initiated early consultation with the UAIC, including a field visit with Tribal representatives in May 2024. As part of this early consultation, Indigenous resources known to the UAIC have been identified within and adjacent to the Project footprint, including the Delta TCL. The UAIC also provided recommendations for best practices to avoid, minimize, and/or mitigate potential impacts to Indigenous resources, which are included in **Appendix A**. Although potential avoidance will be pursued, presence/absence archaeological testing will likely be required to determine if any previously unknown resources are present within the Project footprint.

All cultural resources identified within the Project footprint will be evaluated to determine their eligibility for listing on either the National Register of Historic Places or California Register of Historical Resources. As the Project footprint encompasses a portion of the Delta TCL and a previously unrecorded portion of the Lower American River TCL, which are both considered significant resources eligible for listing on the California Register of Historical Resources, construction of the Project may have an adverse effect to both resources under Section 106 of the NHPA and a potentially significant effect under CEQA. The UAIC provided recommendations for best practices to avoid, minimize, and/or mitigate potential impacts to cultural resources, which are included in **Appendix A**. The measures listed in **Appendix A** and other measures to mitigate impacts and reduce them to a less than significant level under CEQA will be developed in consultation with the UAIC, City, and potentially other tribes and stakeholders. Lastly, a late discovery and monitoring plan is also anticipated to allow for efficient and respectful treatment of cultural resources discovered during construction of the Project.

Additional resources known to be within the Project footprint include river levees, Natomas East Main Drain, and commercial buildings (**Figure 8. Environmental Constraints Overview**). Steps to address these resources will require possible recordation (if not previously recorded), evaluation, assessment of effects, and development of mitigation if adverse effects/significant impacts are anticipated. Consultation with SHPO regarding cultural resource identification, significance, effect determination, and proposed mitigation will be required.



2.4 Community

The proposed Project crosses census tracts designated as Senate Bill 535 Disadvantaged Communities. These areas represent the 25% highest scoring census tracts in CalEnviroScreen 4.0, census tracts previously identified in the top 25% in CalEnviroScreen 3.0, and census tracts with high amounts of pollution and low populations (CalEPA, 2022). This indicates that the communities immediately adjacent to the proposed Project are the disadvantaged communities that will be most affected by the implementation of the proposed Project (**Figure 8. Environmental Constraints Map**).

Truxel Bridge location and features were vetted by the communities the Project will serve through the City's comprehensive engagement process that included utilizing online platforms, in-person workshops, and public presentations. During the Feasibility Study, outreach efforts provided both targeted, neighborhood-specific community engagement services to assure disadvantaged community members have an opportunity to share and provide the Project team with their travel needs, patterns and desires for improved connectivity. Community-wide engagement activities were also provided to understand the overall challenges and opportunities for providing an all-modes, community-friendly bridge.

2.5 Other Environmental Considerations

In an effort to accurately scope environmental resources and sensitivities within the Project area, a Caltrans PES Form was completed and is included as **Appendix B** of this document. The PES Form identifies the level of NEPA environmental technical studies that will be required should Caltrans Local Assistance be the NEPA lead. Other environmental considerations identified in the PES Form and during preparation of this report are discussed below.

2.5.1 Air Quality

Existing Air Quality

The City is within the jurisdictional boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD is located in an area that is in non-attainment for Federal Particulate Matter 2.5 micrometers or less in diameter (PM_{2.5}) and ozone standards. The SMAQMD is in attainment or unclassified for other federal criteria pollutants. Lastly, the SMAQMD is located in an area that is in non-attainment for State ozone and PM₁₀ standards. The SMAQMD is in attainment or unclassified for other state criteria pollutants. Table 1 lists the state and federal attainment status for SMAQMD.

Table 1. Attainment Status for SMAQMD

Pollutant	Designation/Classification for SMAQMD	
	Federal Standards	State Standards
Ozone	Non-attainment	Non-attainment
PM ₁₀	Attainment-Maintenance Moderate	Non-attainment
PM _{2.5}	Non-attainment-Moderate	Attainment

Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead	Attainment	Attainment
Source: SMAQMD, https://www.airquality.org/air-quality-health/air-quality-pollutants-and-standards		

Conformity Requirements

Conformity requirements apply only in Federal nonattainment and maintenance areas and do not apply for State standards regardless of the status of the area. Conformity analysis at the Project level includes verification that the Project is included in the regional conformity analysis and a “hot-spot” analysis if an area is in nonattainment or maintenance for CO and/or PM₁₀ or PM_{2.5}. The Project, Truxel Bridge (SAC24539), is included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and is thus included in the regional conformity analysis. However, since the Project is located in a Federal PM_{2.5} nonattainment area and a Federal PM₁₀ maintenance area, interagency consultation will be needed to determine if a “hot-spot” analysis is required.

2.5.2 Transportation

The purpose of the proposed Project is to construct a new multi-modal bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River, which will impact traffic patterns along Truxel Road, Garden Highway, Sequoia Pacific Boulevard, and other adjacent roads. Preliminary traffic studies have been prepared by Fehr and Peers. As the Project would construct a new bridge, potential impacts to regional transportation and traffic must be analyzed under CEQA guidelines through the vehicle miles travelled (VMT) framework. Since the City is the CEQA lead agency, this Project is required to comply with policies listed in the General Plan and the Climate Action & Adaption Plan (CAAP). The following threshold is listed in the City’s General Plan:

- Transportation projects not included in the General Plan should be considered to have a significant impact if implementation of the project would result in any increase in Total Regional VMT.

As the Truxel Bridge Project was modeled as proposed within the City of Sacramento’s 2040 General Plan, transportation impacts under CEQA are considered a less than significant. Only transportation projects not included in the General Plan would potentially be considered to have a significant impact; however, with inclusion of the Truxel Bridge Project in the General Plan, VMT impacts are not anticipated.

As part of this Feasibility Study, Fehr and Peers conducted a preliminary VMT analysis for the 2016 Base Year, No Project, and With Project scenarios with a regional SACOG boundary as the regional VMT estimates and a City of Sacramento boundary as the Project-level VMT estimates. Additionally, the No Project and With Project scenarios were analyzed for VMT in both the cumulative conditions and the supercumulative conditions.

For the 2016 Base Year, the Total Network VMT within the SACOG regional boundary was estimated to be 63,101,746, and within the City of Sacramento boundary was estimated to be 11,957,712.

Within the SACOG boundary, the Total Network VMT would slightly increase from 74,418,242 to 75,138,234 in the cumulative conditions with the Project, and in the supercumulative conditions, the Total Network VMT would decrease from 76,329,244 to 76,306,373. Within the City of Sacramento boundary, the Total Network VMT would increase from 14,704,781 to 14,802,541 in the cumulative conditions, and in the supercumulative conditions, the Total Network VMT would increase from 14,891,198 to 14,945,006.

Additionally, the Total Network VMT per capita for the 2016 Base Year within the SACOG regional boundary was estimated to be 26.55, and within the City of Sacramento boundary was estimated to be 25.30.

Within the SACOG boundary, the Total Network VMT per capita would slightly increase from 24.91 to 24.98 in the cumulative conditions with the Project; however, in the supercumulative conditions, the Total Network VMT per capita would decrease from 24.72 to 24.60. Within the City of Sacramento boundary, the Total Network VMT per capita would slight decrease from 23.80 to 23.19 in the cumulative conditions and in the supercumulative conditions, the Total Network VMT per capita would decrease from 23.95 to 23.50.

The analysis shows that within the SACOG regional boundary, Total Network VMT would slightly increase in the cumulative scenario, and decrease in the supercumulative scenario and within the City of Sacramento boundary, Total Network VMT would slightly increase with the proposed Project in both the cumulative and supersumulative scenarios compared to the No-Build scenario. For Total Network VMT per capita, the SACOG regional boundary cumulative scenario would increase; however, the SACOG regional boundary supercumulative scenario and both the City of Sacramento cumulative and supercumulative scenarios would decrease Total Network VMT per Capita with the Project compared to the No-Build scenario. Regardless, transportation impacts under CEQA are considered a less than significant.

2.5.3 Noise

There are multiple sensitive noise receptors along Truxel Road. Sensitive noise receptors include residential structures east of Truxel Road, Read Academy of Sacramento and Childtime of Sacramento west of Truxel Road, wildlife that inhabit the American River Parkway, and office buildings along Sequoia Pacific Boulevard. As the Project would construct a new multi-modal bridge across the American River, noise impacts on these sensitive receptors need to be evaluated. The Project would also need to comply with City General Plan noise policies and the City local noise ordinance. Since Caltrans is the assumed NEPA lead agency, the Project would also be subject to 23 Code of Regulations (CFR) 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise. The Project is considered a Type I project as defined in 23 CFR 772.5(h). Noise related impacts will need to be evaluated through the preparation of a Caltrans formatted Noise Study Report. See section 3.2.4 for more information regarding noise related technical studies required during the PA&ED phase.

2.5.4 Parks and Recreational Areas

The Project area is located within the American River Regional Parkway, a Sacramento County Regional Park. Additionally, Discovery Park, Two Rivers Bike Trail, and Jedediah Smith Trail are within the Project area. Public access to Discovery Park, American River Regional Parkway, Two Rivers Bike Trail, and Jedediah Smith Trail will be maintained during construction. In order to provide a safe and direct connection for bicyclists and pedestrians from Natomas to downtown Sacramento and the American River Regional Parkway, bike lanes and/or multi-purpose pathways will be included on the new bridge, and trail connections at the Two Rivers Bike Trail and Jedediah Smith Trail will be constructed as part of the Project. For the Two Rivers Bike Trail, design alternatives being pursued include providing a connection to the trail at the roadway intersection or constructing a ramp that connects to the trail, eliminating the need for a roadway intersection crossing. For the Jedediah Smith Trail, design alternatives include providing a connection to the trail on the west side of the bridge but an east side connection with a switchback is also being analyzed. See **Figure 3** for more information.

Project related impacts to these resources will be evaluated during the PA&ED phase of the Project. Since Caltrans is anticipated to be the NEPA lead, these resources would be treated as Section 4(f) and would go through the Section 4(f) evaluation process. This is discussed further in Section 3.2.10 and 4.4.

According to the Land and Water Conservation Fund (LWCF) project map, which tracks information on parcels/projects funded through LWCF over the program's history, there are multiple LWCF funded parcels/projects within the American River Parkway. After coordinating with the Director of Sacramento County Regional Parks, the closest LWCF funded parcel is outside of the Project vicinity. Thus, the Section 6(f) evaluation process is not anticipated.

2.5.5 Wild and Scenic River

The Lower American River, from Nimbus Dam to the Sacramento River confluence, is a state and nationally designated wild and scenic recreational river. The proposed Project is located in this segment of the American River. The ARPP is the policy document that guides decisions to preserve the scenic and recreational qualities of the river. Sacramento County Regional Parks is the implementing agency responsible for ensuring that management of the parkway is consistent with the ARPP.

Throughout the Feasibility Study, the City team has kept the goals and policies of the ARPP as a priority. Coordination with Sacramento County Regional Parks has been ongoing throughout the Feasibility Study (as discussed in Section 2.1).

Lastly, since the Lower American River is a nationally designated wild and scenic recreational river, it is subject to Section 7 of the Wild and Scenic Rivers Act. Section 7 directs federal agencies to protect the free-flowing condition and other values of designated rivers and congressionally authorized study rivers. Project related impacts to this resource will be evaluated during the PA&ED phase of the Project. This is discussed further in Section 3.2.8.

Chapter 3. Further Environmental Analysis

This chapter identifies environmental studies and environmental documents that will be required during the PA&ED phase of this Project.

3.1 Environmental Document

3.1.1 CEQA/NEPA

The proposed Project would require approval under both CEQA and NEPA during the environmental document phase. Preparation of an EIR under CEQA is anticipated due to the high level of public involvement as well as potentially significant impacts to environmental resources including, but not limited to cultural resources, tribal cultural resources, and biological resources. Additionally, approvals under NEPA are anticipated to be required due to federal funding and/or impacts to federal resources. Under NEPA, the Project is anticipated to require the preparation of a Complex EA leading to a FONSI. As it is anticipated that Caltrans would be the NEPA lead, acting on behalf of the Federal Highway Administration (FHWA), a Caltrans formatted joint EIR/EA would be prepared.

Prior to preparation of the EIR/EA, a Notice of Preparation (NOP) will be made available to the public and all interested stakeholders. The purpose of the NOP is to obtain early comments on the proposed Project, alternatives, and potential environmental impacts. Upon circulation of the NOP, the draft EIR/EA can be prepared and circulated to the public and all interested stakeholders, allowing the public to review and comment. Due to the level of impacts and anticipated significant public involvement, public engagement opportunities will be held throughout the overall environmental process. After circulation, all comments received will be responded to and included as an appendix to the final environmental document. During preparation of the final environmental document, findings of fact pursuant to State CEQA Guidelines Section 15091 for each of the significant effects identified in the Final EIR/EA will be prepared. The findings will describe the effect, cite one or more applicable findings under Section 15091, and describe the evidence that supports the selected findings. Additionally, a Statement of Overriding Considerations will be prepared to address any significant effects of the Project that are unavoidable, explaining the economic, legal, social, technological, or other benefits of the Project that outweigh its unavoidable environmental impacts. The objective of CEQA is to disclose to decision makers and the public the environmental effects of proposed activities. After considering the final EIR, the City, as the CEQA lead agency, may decide whether or how to approve or carry out the Project. If the City decides to approve the Project, a public hearing will be held regarding the potential adoption of the EIR/EA. Upon adoption of the CEQA document, Caltrans would consider moving forward with finalizing the NEPA portion of the EIR/EA with preparation and federal circulation of the FONSI.

3.1.2 Sacramento Regional Transit Previous Environmental Documentation

In 1989, Sacramento Regional Transit (SacRT) proposed a new bridge between Truxel Road and Sequoia Pacific Boulevard to serve the Green Line extension to the Sacramento International Airport. As a result of this effort, an Administrative Draft EIR/EA was prepared in 2019 that included an alternative with cars. However, this document was never publicly circulated and is thus not certified. In addition, there is currently no timeline identified for SacRT to complete this environmental document. To minimize delays, a standalone environmental document for the proposed Project is expected to be prepared rather than tiering off of a SacRT environmental document.

3.1.3 ARPP EIR Addendum

The ARPP identifies a new bridge crossing the Lower American River at the Truxel Road location. At the time of the ARPP adoption (2008), the development of this new bridge crossing was being led by SacRT and was known as the “Downtown-Natomas-Airport (DNA) light rail project alignment”. This SacRT project is also referred to as the Green Line and at the time of adoption, provided for transit, pedestrian, and bicycles. SacRT is a partner on the City’s Feasibility Study and supports the City moving forward with an all-modes bridge in this location, which would include vehicle lanes. While a new bridge in the proposed location is supported by the ARPP and is specifically referenced in numerous locations including the Discovery Park Area Plan, the Discovery Park Area Plan map identifies the crossing as a Light Rail DNA bridge, and Sacramento County Regional Parks has stated that an Area Plan Map Amendment will need to be processed and approved by the County in order to properly reflect the City’s proposed all-modes bridge. Based on coordination with the County, it is anticipated that an Environmental Impact Report (EIR) Addendum to the previous ARPP Update EIR will be required before the County can approve this Area Plan Map Amendment. Public outreach will be conducted to ensure the public is involved before the EIR Addendum is approved. If Parkway-wide policies, associated text, or land use designations are to be changed, approval at the state level would be triggered. At this time, it is anticipated that is not needed.

3.2 Recommended Technical Studies

The technical studies listed below will be used to support the CEQA/NEPA environmental document prepared for this Project. It is anticipated that federal funding from FHWA will be secured for the Project and as such, the descriptions of technical studies below are consistent with Caltrans format documents.

3.2.1 Biological Technical Studies

Natural Environment Study

A Caltrans formatted Natural Environment Study (NES) will be needed to fully quantify the biological resources present onsite and potential project effects to those resources. The in-depth analysis included in the NES will be used to support the conclusions in the biological section of the CEQA/NEPA environmental document as well as guide the future preparation of Section 7 Endangered Species Consultation Materials.

Aquatic Resources Delineation Report

An Aquatic Resources Delineation Report (ARDR) is a standard required attachment for any permit application from USACE and will be required for this Project. A wetland delineation and ordinary high water mark identification and mapping effort will be completed as part of the biological investigations for the NES. Field investigations should be completed in the spring to maximize survey and mapping accuracy. Survey methodology must follow the standard practices specified in the Wetland Delineation Manual and Ordinary High Water Mark Delineation Manual published by USACE. The ARDR must be prepared in the template format provided by USACE. The ARDR will be prepared concurrently with the NES and does not need to receive separate Caltrans approval.

USFWS Biological Assessment

The Project may affect one federally listed (VELB) and one proposed threatened (western pond turtle) species that is under the conservation authority of USFWS. As the anticipated NEPA lead agency for the Project, Caltrans will be the Section 7 consultation lead with USFWS. A Biological Assessment (BA) will be needed to fully analyze and quantify potential impacts to these species. Caltrans will use the BA to initiate formal consultation with USFWS under Section 7 of the Endangered Species Act.

NMFS Biological Assessment

The Project may affect three fish species including Chinook salmon, Green sturgeon, and CCV Steelhead. In addition, the Project footprint contains final designated Critical Habitat for each of these species and Essential Fish Habitat. As such, formal consultation with the NMFS will be required to fully quantify, document, and mitigate potential effects to these species.

As the anticipated NEPA lead agency for this Project, Caltrans will be the Section 7 lead agency for consultation with NMFS. A BA will need to be prepared that assesses all potential direct and indirect effects to these species including habitat loss, potential hydroacoustic effects, and risk of entrapment. Caltrans will use the BA to initiate consultation with NMFS under Section 7 of the Endangered Species Act.

3.2.2 Water Quality

The proposed Project would construct a new crossing over the Lower American River, resulting in direct and indirect impacts to the Lower American River. A Water Quality Assessment Report will be prepared to evaluate potential impacts to water resources and water quality and identify best management practices to minimize and avoid water quality impacts.

3.2.3 Cultural

Cultural resource investigations will most likely include a pedestrian survey and Extended Phase I survey, due to the reduced visibility of the ground surface within the Project footprint. Should Indigenous resources extend into the areas of direct impact, a Phase II Testing Evaluation will be needed.

Technical studies, assuming Caltrans as the lead federal agency, include preparation of:

- Historic Property Survey Report,
- Archaeological Survey Report,
- Extended Phase I Proposal,
- Extended Phase I Report,
- Historical Resources Evaluation Report,
- Archaeological Evaluation Report,
- Finding of Effects Report,
- Monitoring and Environmentally Sensitive Area Action Plan,
- Memorandum of Agreement, and
- Late Discovery and Monitoring Plan

Consultation with SHPO will be required to consider potential impacts and effects to the resources identified through the investigation, consultation, and documentation processes.

3.2.4 Noise

The proposed Project will construct a new bridge across the Lower American River and is therefore a Type I project as defined in 23 CFR 772.5(h). There are multiple residences within 500 feet of the proposed bridge location. Additionally, the Lower American River contains habitat that supports wildlife and various special status species. Local residents, wildlife, and office workers may be impacted by increased noise levels; therefore, a Noise Study Report will be prepared to assess the Project's potential effects on future noise conditions and to evaluate temporary construction impacts and local noise ordinances.

Based on the Noise Study Report, if traffic noise impacts are predicted, noise abatement measures must be considered through the preparation of a Noise Abatement Decision Report (NADR). The NADR is prepared after the Noise Study Report is approved, during the PA&ED phase.

More specifically, the NADR evaluates the reasonableness and feasibility of constructing the noise abatement. The Caltrans Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is an engineering concern. A minimum 5-dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include the noise reduction design goal, residents' acceptance, and the cost per benefited residence. To meet the noise reduction design goal, a barrier must provide at least 7 dB of noise reduction at one or more benefited receptors. This design goal applies to any receptor and is not limited to affected receptors. In order to determine residents' acceptance, a letter and voting ballot will be sent to all property owners and non-owner occupants at benefited receptors, defined as receptors that are predicted to receive at least 5 dB of noise reduction from the proposed abatement, to solicit their viewpoints either to approve or oppose the proposed noise abatement. If more than 50% of the benefited receptors vote to oppose the abatement, then the abatement will not be considered reasonable. The results of the polling and the final reasonableness determination is included in the NEPA environmental document.

3.2.5 Air Quality

An Air Quality Report will be prepared to document potential Project impacts on air quality, potential avoidance, minimization, and/or mitigation measures, and project-level conformity documentation. Additionally, an Air Quality Conformity Analysis will be prepared and submitted to FHWA for their conformity determination.

Energy and Climate Change

Construction of a new bridge would potentially increase energy use via increased fuel consumption as well as greenhouse gas (GHG) emissions. Construction of the Project would result in short term energy use and GHG emission generation due to the use of construction equipment. A quantitative short-term and long-term energy use and greenhouse gas emissions analysis will be performed and summarized in the Air Quality Report and CEQA/NEPA environmental document. A discussion of compliance with the goals and policies of the City's CAAP will also be included in the CEQA/NEPA environmental document.

3.2.6 VMT

A Traffic Report, which includes a VMT analysis, would be prepared for the Project for public disclosure; however, only transportation projects not included in the General Plan would potentially be considered to have a significant impact under CEQA. The Truxel Bridge Project is part of the City of Sacramento's 2040 General Plan; therefore, VMT impacts under CEQA are considered a less than significant. Regardless, the results of the VMT analysis will be summarized in the CEQA environmental document.

3.2.7 Community

As the Project area crosses low-income and minority populations, a Community Impact Assessment will be conducted and will address community impact concerns, as well as identify minimization and mitigation measures to reduce impacts. The Project is striving to avoid any direct impacts to buildings; however, should the Project need relocations, a Relocation Impact Report will be prepared.

3.2.8 Visual/ Wild and Scenic Rivers

There are various visual and scenic resources within the Project area, such as the Lower American River, which is a state and nationally designated wild and scenic recreational river. Construction of the Project will introduce a new bridge across the Lower American River, requiring vegetation removal, and introducing new lighting in the area; therefore, impacts to the visual environment are anticipated. Viewer groups within the Project vicinity include residents, recreational users, commercial viewers, office workers, commuters, bicyclists, and pedestrians. To assess how these changes could impact viewer groups in the Project vicinity, a Visual Impact Assessment Advanced Report will be prepared. The Visual Impact Assessment Advanced Report will also evaluate if the construction or operation of the Project will affect this segment of the American River. Photo simulations are critical for understanding the proposed visual daytime and nighttime changes during and after construction of the Project. Because of the complexity of this Project, photorealistic simulations will be included in the Visual Impact Assessment Advanced Report. The new Truxel bridge will be designed to minimize negative impacts to the American River Parkway environment and aesthetic values and will follow policies listed in the ARPP. A Caltrans format Questionnaire to Determine Visual Impact Assessment Level (included in **Appendix B**) has been completed which resulted in a preliminary score of 39.

The ARPP has numerous policies related to the avoidance, minimization, and mitigation of visual impacts. As the Project progresses through future phases, the goals and policies of the ARPP will be at the forefront of Project decisions.

Last, since the Project is a nationally designated wild and scenic recreational river, it is subject to Section 7 of the Wild and Scenic Rivers Act and will need to be evaluated under the "direct and adverse effect" standard listed in the Technical Report of the Interagency Wild and Scenic Rivers Coordinating Council. This evaluation will be documented in a Wild and Scenic Rivers Study and will be prepared during the PA&ED phase of the Project.

3.2.9 Hazardous Waste

The Project would require removal and disposal of yellow traffic stripe paint and possible impacts to pole-mounted electrical transformers. Yellow traffic stripe paint made prior to 1995 has the potential to contain lead-based paint, and leaking electrical transformers are considered a

potential polychlorinated biphenyl hazard. There is also potential for aerially deposited lead (ADL) to be present in soils adjacent to Garden Highway and existing roadways. A Phase I Hazardous Waste Initial Site Assessment and Phase II Site Investigation will be required to assess potential hazardous waste sites for presence of hazardous materials in the Project area. The site assessments would include an evaluation of the Project area history through review of available reports and historic maps/aerial photographs etc., field reconnaissance to document the potential occurrence of and contamination by waste or hazardous materials in the Project area, and review of regulatory agency files and databases regarding the use, storage, unauthorized release and remediation of hazardous materials in the Project area. If any sites are confirmed to be present in the construction area, or where the City would be acquiring right-of way, additional testing will be required.

3.2.10 Section 4(f)

The Two Rivers Bike Trail, Jedediah Smith Trail, American River Parkway, and Discovery Park are located either within or immediately adjacent to the Project area. Additionally, the following historic sites, which qualify or may qualify as Section 4(f) resources, are located within the Project: Natomas East Main Drain / historic levees, commercial buildings, and Delta TCL. A Programmatic Section 4(f) Evaluation will be prepared and will appropriately document minimization effort to the Section 4(f) resources within or adjacent to the Project.

3.2.11 Floodplains

The proposed Project location occurs within Zone AE, which indicates floodway areas, and Zone A99, which indicates a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. The Project also occurs within Zone X, area with reduced flood risk due to levee. A Location Hydraulic Study, Floodplain Evaluation Report, and Summary Floodplain Encroachment Report will be prepared to analyze the impacts of the new bridge on the floodplain.

3.3 Habitat Mitigation Design

Once preliminary engineering has been completed and Project impacts to environmental and biological resources are more accurately calculated, a conceptual mitigation design must be prepared and shared with the County Parks Department, regulatory agencies, and stakeholder groups for input. Once a conceptual mitigation design is agreed upon, the next step will be to develop a Habitat Mitigation and Monitoring Plan (HMMP).

The HMMP will outline the impacts and mitigation from the proposed bridge Project, define a mitigation project to offset those impacts, and include post-mitigation success criteria to verify the mitigation project is progressing towards providing high quality habitat for target species. A conservation easement and endowment may be required.

Chapter 4. Future Agency & Stakeholder Consultations

This chapter discusses anticipated agency and stakeholder consultation that will occur during PA&ED, PS&E, and beyond.

4.1 Sacramento County Regional Parks and American River Parkway Plan

Frequent and regular coordination with Sacramento County Regional Parks will be a priority of the Project since they have the principal responsibility for administering the ARPP. The County Regional Parks' input on Project features and avoidance/minimization/mitigation measures will be extremely important. As discussed in previous sections, it is anticipated that the Project will need (at a minimum) one Area Plan Map Amendment for the inclusion of vehicles on the bridge, which will require an EIR Addendum followed by approval from the County Board of Supervisors. If Parkway-wide policies, associated text, or land use designations are to be changed, approval at the state level would be triggered. At this time, it is anticipated that is not needed. In addition, it is anticipated that future presentations will be necessary to the American River Parkway Advisory Committee and the County Recreation and Parks Commission.

4.2 Interagency Consultation for Air Quality Conformity

The City is in non-attainment for ozone and PM_{2.5} and maintenance for PM₁₀ under Federal regulations. As part of the Air Quality Report, a request for Interagency Consultation Review (ICR) will be prepared and presented to the SACOG Interagency Consultation Review Group. This Interagency Consultation process will determine if the Project is a Project of Air Quality Concern (POAQC) under U.S. EPA's regulations 40 CFR 93.123 (b) (1). The Project sponsor will submit a completed POAQC determination form to SACOG for review. SACOG then submits this form to the members of the SACOG ICR Group for 14 days. If it is determined to be a POAQC, the Project sponsor will need to perform a project-level PM hot spot analysis and bring it again to the SACOG ICR Group for review. Conformity documentation will be included in the joint CEQA/NEPA environmental document.

4.3 Wild and Scenic Rivers Interagency Coordination

As part of the Wild and Scenic Rivers Study, coordination with the River Managing Agencies (Sacramento County Regional Parks and California Resources Agency) for the Lower American River is required. It may be necessary to also consult with NPS. The purpose of this consultation is to determine whether the proposed Project could have an adverse effect on the free-flowing characteristics of the river and whether the action could have the potential to alter the river segment's ability to meet the criteria that classify it as wild, scenic, or recreational. The results of this consultation must be included in the Wild and Scenic Rivers Study and CEQA/NEPA environmental document. In order to avoid delays, it is recommended that coordination with all appropriate agencies occur early during the PA&ED phase of the Project.

4.4 Section 4(f) Programmatic Coordination

As part of the Programmatic Section 4(f) evaluation, interagency coordination is required with the agency having jurisdiction over the resource. For Two Rivers Bike Trail, Jedediah Smith Trail, American River Parkway, and Discovery Park, Sacramento County is the agency with jurisdiction. For the Natomas East Main Drain / historic levees and Delta TCL, SHPO is the agency with jurisdiction. Coordination with these jurisdictional agencies will consist of discussing the significance of the property, primary purpose of the land, proposed use and impacts, and

proposed measures to avoid and/or minimize harm. The official with jurisdiction must agree on the use evaluation and proposed measures to minimize harm in order for the Programmatic Section 4(f) evaluation to be approved.

4.5 State Historic Preservation Officer Consultation

The Project will consult with the SHPO to obtain concurrence on any cultural resources identified with require significance evaluations, determinations of effect, and/or a memorandum of agreement under Section 106 of the NHPA.

4.6 Endangered Species Consultations

4.6.1 U.S. Fish and Wildlife Service

The Project is anticipated to affect federally listed species protected by USFWS, including western pond turtle and VELB. As the anticipated NEPA lead agency for the Project, Caltrans will be the Section 7 consultation lead for both species. A BA will be needed to fully analyze and quantify potential impacts to these species. Caltrans will use the BA to initiate consultation with USFWS under Section 7 of the Endangered Species Act.

As the Project is likely to require removal or relocation of elderberry shrubs, formal consultation under Section 7 is anticipated.

4.6.2 National Marine Fisheries Service

The Project may affect three fish species including Chinook salmon, green sturgeon, and CCV Steelhead. In addition, the project footprint contains final designated Critical habitat for each of these species and Essential Fish Habitat. As such, formal consultation with the National Marine Fisheries Service will be required to fully quantify, document, and mitigate potential effects to these species.

As the anticipated NEPA lead agency for this Project, Caltrans will be the Section 7 lead agency for consultation with NMFS. A BA will need to be prepared that assesses all potential direct and indirect effects to these species including habitat loss, potential hydroacoustic effects, and risk of entrapment. Caltrans will use the BA to initiate consultation with NMFS under Section 7 of the Endangered Species Act.

4.6.3 California Department of Fish and Wildlife

The Project may result in incidental take of two species listed as threatened or endangered under CESA including Chinook salmon and Swainson's hawk. Under California Fish and Game Code Section 2081, "take" of CESA listed species is prohibited without first obtaining an ITP from CDFW.

As the Project will likely involve impact pile driving that has the potential to result in harmful levels of underwater sound pressure that would result in direct take of CESA listed fish in close proximity to the construction area during trestle installation, an ITP for Chinook salmon is expected to be required.

CDFW has asserted that any Project activities within ¼ mile of an active Swainson's hawk nest may result in nest abandonment or other forms of "take." There are numerous documented

Swainson's hawk nests within ¼ mile of the proposed Project and there is a very good chance that Swainson's hawk will be nesting within ¼ mile of the Project during construction. As such, an ITP for Swainson's hawk is expected to be required to avoid potential delays during construction.

4.7 Regulatory Permitting

The regulatory permits listed below will need to be obtained during the PS&E phase, prior to construction of the Project. However, separate permits from the USACE, CDFW, and the Water Board will be required during PA&ED in order to proceed with geotechnical work or to initiate any cultural resource investigations that require excavation and vegetation removal.

4.7.1 U.S. Army Corps of Engineers

The USACE regulates discharges of dredged or fill material into Waters of the United States. These waters include rivers, streams, lakes, and the territorial seas that meet specific criteria, including a direct or indirect connection to navigation or interstate commerce. USACE's jurisdiction in these areas stems from two laws, Section 10 of the Rivers and Harbors Act, which regulates navigable water ways, and Section 404 of the Clean Water Act, which also includes smaller tributaries and adjacent wetlands. The American River is a traditionally navigable waterway and is a water of the United States. As such, any project on the river is subject to regulation under both Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.

The proposed bridge is consistent with a linear transportation project described in Nationwide Permit 14 (NWP-14) which would cover the project for both Section 10 and Section 404 discharges. The City will be required to submit a pre-construction notification to the Sacramento District of the USACE to apply for coverage under NWP-14. In the Sacramento region, 404 Nationwide Permit Authorization take approximately 8-10 months to obtain.

4.7.2 Central Valley Regional Water Quality Control Board

The Water Board has jurisdiction under Section 401 of the Clean Water Act and regulates any activity which may result in a discharge to Waters of the United States. In addition, the Water Board also asserts authority over "waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act.

The City will be required to submit an application to the Water Board for coverage under both Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. The Water Board accepts a combined application and will issue a single Water Quality Certification that covers both State and Federal laws. In the Central Valley, 401 Water Quality Certifications take approximately 6-8 months to obtain.

4.7.3 Central Valley Flood Protection Board

The Flood Board regulates activities along designated floodways and regulated streams throughout the Central Valley. Any project in these areas must apply for a Flood Encroachment Permit from the Flood Board. In addition, if a project is located along or near a Federal Flood Control Project (e.g. federal levees, dams), the Flood Board must receive approval from the USACE Sacramento District Section 408 Program before issuing a Flood Encroachment Permit.

The American River at the Project area is a designated floodway and the City will need to apply for a Flood Encroachment permit from the Flood Board. In addition, Folsom Dam is a Federal Flood Control Facility and all portions of the Lower American River downstream of the dam are also considered part of the Federal Flood Control Facility. As such, the USACE Sacramento District Section 408 Program will need to review the project as part of the Encroachment Permit Process. Flood Encroachment permits with 408 review take approximately 18-24 months to obtain.

4.7.4 California Department of Fish and Wildlife

Under California Fish and Game Code Section 1600, public agencies are required to notify the CDFW and obtain a Streambed Alteration Agreement before undertaking any project that may substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. In practice, CDFW jurisdiction under Section 1600 includes waterways (both natural and manmade) as well as associated wetland and riparian habitats. The Project is within CDFW Region 2, which is headquartered in Rancho Cordova.

The City will need to apply for a Streambed Alteration Agreement from CDFW for the proposed Project. Project notifications must be submitted to CDFW through their EPIMS online web portal. The typical timeline for obtaining a Streambed Alteration Agreement from CDFW in Region 2 is approximately 8-10 months.

4.7.5 U.S. Coast Guard

The USCG Bridge Program monitors and ensures that existing bridge crossings, bridge modifications, and new bridges over navigable waters do not obstruct navigation. The Lower American River is a navigable water and the bridge will need to be designed to meet navigational clearances. The proposed Project is within the jurisdiction of the 11th Coast Guard District in Alameda. The City will be required to contact the USCG Bridge Program and submit an application for a Bridge Permit. As part of their permit review, the USCG will complete their own separate public notification and comment process. The typical timeline for securing a USCG Bridge Permit is 12 months.

4.7.6 City Tree Permitting

The City of Sacramento Tree Ordinance protects all native trees with a trunk diameter of 12 inches or greater measured at standard height. In addition, all trees over 24 inches in diameter in undeveloped areas are protected by the City Tree Ordinance. As discussed in Section 2.2.1, construction of the proposed Project is estimated to require the removal of approximately 800 to 1,000 trees, many of which will be protected under the City tree ordinance. As such, an arborist survey is required and the City will have to coordinate with City Arborist and obtain a tree permit prior to the start of construction.

Chapter 5. Conclusions

5.1 Environmental Documentation and Technical Study Summary

The proposed Project will require approvals under CEQA and NEPA during the environmental document phase. The City of Sacramento will be the CEQA lead and it is assumed that Caltrans will be the NEPA lead. Due to the level of impacts to environmental resources and anticipated level of public interest, it is anticipated that the Project will require the preparation of an EIR under CEQA and a Complex EA under NEPA. To streamline the process, a joint EIR/EA will likely be prepared.

As Caltrans is the assumed NEPA lead and the Project is off the State Highway System, a PES Form will be required, which outlines the recommended federal environmental documentation, technical studies, surveys, approvals, agency coordination, and permits required for the Project. A PES Form has been prepared as part of this effort and is included in **Appendix B**. The following technical studies are expected to be required:

Table 2. Required Environmental Technical Studies

Resource Type	Environmental Technical Studies ¹	Coordination
Biological Resources	NES	Caltrans
	Biological Assessment (USFWS/NMFS)	Caltrans, USFWS, NMFS
	ARDR	Caltrans
Water Quality	WQAR	Caltrans
Cultural Resources	Historic Property Survey Report /Archaeological Survey Report	Caltrans, USACE, SHPO
	Extended Phase I Proposal/ Report	Caltrans, USACE, SHPO,
	Historical Resources Evaluation Report	Caltrans, USACE, SHPO
	Archaeological Evaluation Report	Caltrans, USACE, SHPO
	Finding of Effects Report	Caltrans, USACE, SHPO
	Monitoring and Environmentally Sensitive Area Action Plan	Caltrans, USACE

Resource Type	Environmental Technical Studies ¹	Coordination
	Memorandum of Agreement	Caltrans, USACE
	Late Discovery and Monitoring Plan	Caltrans, USACE
Noise	Noise Study Report	Caltrans
	NADR (Optional)	Caltrans
Air Quality	Air Quality Report	Caltrans
	Air Quality Conformity Analysis	Caltrans, SACOG ICR Group, FHWA
Traffic	Traffic Study	Caltrans
Community	Community Impact Assessment	Caltrans
	Relocation Impact Report (Optional)	Caltrans
Visual	Visual Impact Assessment - Advanced Report	Caltrans
Wild and Scenic Rivers	Wild and Scenic Rivers Study	Caltrans, Sacramento County, California Resource Agency, NPS
Hazardous Materials/Hazardous Waste	Hazardous Waste ISA	Caltrans
Section 4(f)	Section 4(f) Evaluation	Caltrans, Sacramento County, SHPO
Floodplain	Location Hydraulic Study	Caltrans
	Floodplain Evaluation Report	Caltrans
	Summary Floodplain Encroachment Report	Caltrans

Resource Type	Environmental Technical Studies ¹	Coordination
¹ . All technical studies listed are Caltrans specific since it is anticipated that Caltrans would be the NEPA lead agency		

5.1.1 American River Parkway Plan

The Project is located over the Lower American River which is classified as a recreation river within the State and Federal Wild and Scenic River Systems. In addition to being a Wild and Scenic River, the American River Parkway is an extremely valuable resource for the region. The ARPP is the guiding policy document for the Parkway and Sacramento County Regional Parks is responsible for administering the ARPP.

The ARPP sets goals, policies, and guidelines for activities within the Parkway. As the Project progresses, the City team will coordinate closely with Sacramento County Regional Parks and will obtain their input on the design features, temporary and permanent impacts to parkway natural and recreational resources, and mitigation. In addition, at least one Map Amendment to the Discover Park Area Plan section of the ARPP will be necessary. Complying with the ARPP as well as avoiding, minimizing, and fully mitigating impacts to the Parkway/Lower American River will be a high priority of the Project.

5.1.2 Biological Resources

Special Status Species Consultations

As discussed in Section 4.4, the Project may affect species listed as either Threatened or Endangered under either FESA, or CESA.

For species listed under FESA, Caltrans is anticipated to serve as the Federal consultation lead for Section 7 Consultation with USFWS and NMFS. For species listed under CESA, the City will need to apply for an Incidental Take Permit under CFG Code Section 2081.

Due to the extended timelines necessary to complete federal and state consultations, it will be important for the Project schedule to begin the process as early as possible during the PA&ED phase of the Project, ideally shortly after biological technical studies have been prepared.

Regulatory Permitting

As discussed in Section 4.8, numerous permits, listed in Table 3 below, will be required during the PS&E Phase to construct the Project. Separate regulatory permits from the USACE, CDFW, and the Water Board will be required during PA&ED in order to perform geotechnical and cultural resource investigations that require excavation.

Table 3. Required Regulatory Permits

Permit Type	Regulatory Agency	Prerequisite	Approximate Timeline
§404 Nationwide Permit 14	USACE	NEPA	8-10 months
§401 Water Quality Certification	Water Board	NEPA & CEQA	6-8 months
Flood Encroachment Permit	Flood Board & USACE 408 Group	NEPA & CEQA	18-24 months

§1600 Streambed Alteration Agreement	CDFW	CEQA	8-10 months
Coast Guard Bridge Permit	USCG	NEPA	12 months
City Tree Permit	City of Sacramento	N/A	6 months

Habitat Mitigation

The Project alignment crosses a dense stand of Great Valley Riparian Forest, a sensitive vegetation community, and will result in both permanent and temporary impacts. Therefore, mitigation will be required. As the Project is within the American River Parkway, all compensatory mitigation for habitat impacts (including tree loss) must be implemented within the parkway. The City team has completed initial outreach to regulatory agencies and the Sacramento County Parks Department and identified a potentially suitable site approximately 2 miles upstream in the Woodlake Plan Area. In the next phase of work, the City will need to work with County Parks, Regulatory Agencies, and stakeholder groups to develop a conceptual mitigation design. Once a conceptual mitigation design is agreed upon, the next step will be to fully develop a mitigation plan and prepare a HMMP.

5.1.3 Cultural Resources

Due to the high cultural resource sensitivity of the Project area, Native American and permitting agency coordination is essential to begin investigations early in the planning process. Resources of concern include the Delta TCL and the Lower American River TCL as well as river levees, commercial buildings, and the Natomas East Main Drain. Overall, the Project may require substantial attention to evaluation, assessment of effects, significance, development of mitigation, and consultation.

Appendix A. UAIC Correspondence

From: Melodi McAdams <mmcadams@auburnrancheria.com>

Date: August 30, 2024 at 5:02:56 PM PDT

To: Fedolia Harris <FHarris@cityofsacramento.org>, Rene Guerrero <rguerrero@auburnrancheria.com>

Cc: Jerome Encinas <jerome@encinasga.com>, Anna Starkey <astarkey@auburnrancheria.com>, Josef Fore <jfore@auburnrancheria.com>

Subject: RE: Truxel Bridge Crossing Site Visit

Hi Sparky,

Thank you for reaching out. Our team had the following recommendations for best practices:

- **Tribal Cultural Resource (TCR) Identification** – invite Tribes to identify TCRs within project areas and offer to conduct additional identification work (subsurface testing, canine survey, etc.) to further define boundaries.
 - Accept Tribal identifications of TCRs and document the sites (boundaries, significance & integrity) based on tribal recommendations.
- **Tribal Monitoring** – fully fund Tribal Monitoring during TCR identification, TCR treatment and construction.
- **TCR Treatment and Restoration** – follow Tribal recommendations for respectful treatment and restoration of TCRs.
 - **Design drawings** – provide copies of the design, so it's clear what types of ground disturbance will be occurring in which areas. This information helps to target areas for site identification and plan strategies for TCR protection.
 - **Engineers & Contracts** – ensure that engineers are present when treatment of TCRs is being discussed, so they can help determine feasible ways to avoid or reduce impacts to sites;
 - **Contract** – offer Tribes the ability to review construction contracts to ensure that the contract has funding and language for the protection of TCRs, include secure storage areas, stockpiling of cultural soils, reburial, identification of the role of Tribal Monitors, etc.
 - **Reburial** – offer timely and secure reburial of any cultural soils or cultural items at a location that is approved by Tribal representatives.
- **Archaeological Coordination** – Archaeological identification, evaluation and treatment will not be privileged over tribal identification, evaluation and treatment.
 - **Assistance** - Archaeologists should be tasked to support shared goals by assisting with documentation and treatment of Tribal Cultural Resources, upon Tribal request.

- **Competency** – since archaeologists often document or assist with treatment of tribal cultural resources, offer Tribal Representatives the opportunity to recommend archaeological consultants;
- **Enforcement** – include clauses for the removal and replacement of archaeological consultants if they lack the appropriate technical expertise, do not show up at the job site, cause damage to tribal cultural resources, or behave unprofessionally toward Tribal Representatives
- **Mitigation** – mitigate for impacts to TCRs in a way that is meaningful to Tribes.



Melodi McAdams

Tribal Heritage Manager

Tribal Historic Preservation Department

United Auburn Indian Community of the
Auburn Rancheria

Mobile: 530-401-7470

Email:

mmcadams@auburnrancheria.com

www.auburnrancheria.com

<https://auburnrancheria.com/programs-services/tribal-preservation>

10720 Indian Hill Road

Auburn, CA 95603

From: Fedolia Harris <FHarris@cityofsacramento.org>

Sent: Thursday, July 25, 2024 8:51 AM

To: Rene Guerrero <rguerrero@auburnrancheria.com>

Cc: 'Jerome Encinas' <jerome@encinasga.com>; Melodi McAdams

<mmcadams@auburnrancheria.com>; Anna Starkey <astarkey@auburnrancheria.com>; Josef Fore <jfore@auburnrancheria.com>

Subject: Re: Truxel Bridge Crossing Site Visit

***** Caution - External Email:** The following email originated from outside the organization.
Please exercise caution when opening attachments or links. ***

Good morning, Rene

My consultant team is busy pulling together cost estimates for the next phases of work to complete the Truxel Bridge. As we discussed, cultural analysis during the environmental phase and appropriate methods and mitigations are important for us to capture early so that we can budget accordingly. Hopefully your team has had an opportunity to discuss the project and can provide feedback soon. Thanks in advance.

Sparky

--

Fedolia "Sparky" Harris, Principal Planner

City of Sacramento, Public Works

(916) 808-2996

<http://mypronouns.org/he>

From: Rene Guerrero <rguerrero@auburnrancheria.com>

Date: Tuesday, June 4, 2024 at 5:15 PM

To: Fedolia Harris <FHarris@cityofsacramento.org>

Cc: 'Jerome Encinas' <jerome@encinasga.com>, Melodi McAdams
<mmcadams@auburnrancheria.com>, Anna Starkey <astarkey@auburnrancheria.com>, Josef
Fore <jfore@auburnrancheria.com>

Subject: RE: Truxel Bridge Crossing Site Visit

Thank you Sparky,

Talk soon,

From: Fedolia Harris <FHarris@cityofsacramento.org>

Sent: Tuesday, June 4, 2024 5:09 PM

To: Rene Guerrero <rguerrero@auburnrancheria.com>
Cc: 'Jerome Encinas' <jerome@encinasga.com>; Melodi McAdams <mmcadams@auburnrancheria.com>; Anna Starkey <astarkey@auburnrancheria.com>; Josef Fore <jfore@auburnrancheria.com>
Subject: Re: Truxel Bridge Crossing Site Visit

***** Caution - External Email:** The following email originated from outside the organization. Please exercise caution when opening attachments or links. ***

Thanks, Rene

Please follow this link for the information packet that I prepared for our meeting :



[Truxel Packet for UAIC Meeting.pdf](#)

Don't hesitate to call if you have any questions.

--

Fedolia "Sparky" Harris, Principal Planner

City of Sacramento, Public Works

(916) 808-2996

<http://mypronouns.org/he>

From: Rene Guerrero <rguerrero@auburnrancheria.com>
Date: Tuesday, June 4, 2024 at 4:53 PM
To: Fedolia Harris <FHarris@cityofsacramento.org>
Cc: 'Jerome Encinas' <jerome@encinasga.com>, Melodi McAdams <mmcadams@auburnrancheria.com>, Anna Starkey <astarkey@auburnrancheria.com>, Josef Fore <jfore@auburnrancheria.com>
Subject: RE: Truxel Bridge Crossing Site Visit

Hello Sparky,

We will be discussing this project and hope to have input for you later this week or early next week.

If we haven't received them already, would you please send out the concept alternatives?

Thank you,

Rene

From: Fedolia Harris <FHarris@cityofsacramento.org>

Sent: Tuesday, June 4, 2024 10:59 AM

To: Rene Guerrero <rguerrero@auburnrancheria.com>

Cc: 'Jerome Encinas' <jerome@encinasga.com>; Melodi McAdams <mmcadams@auburnrancheria.com>; Anna Starkey <astarkey@auburnrancheria.com>; Josef Fore <jfore@auburnrancheria.com>

Subject: Re: Truxel Bridge Crossing Site Visit

***** Caution - External Email:** The following email originated from outside the organization. Please exercise caution when opening attachments or links. ***

Good morning, Rene

Thank you again for setting up the on-site meeting in Discovery Park to discuss the Truxel Bridge project. I am reaching out to let you know that our consultant team is finalizing the project concept alternatives and will soon begin preparing cost estimates. Your input regarding best practices to avoid and protect cultural resources is an important part of those estimates. As discussed at our meeting, please share any guidance that you have at your earliest convenience and don't hesitate to call if you have additional questions. Thank you in advance.

Sparky

--

Fedolia "Sparky" Harris, Principal Planner

City of Sacramento, Public Works

(916) 808-2996

<http://mypronouns.org/he>

From: rguerrero@auburnrancheria.com

When: 9:00 AM - 11:00 AM May 7, 2024

Subject: Truxel Bridge Crossing Site Visit

Location: Discovery Park, 291 Natomas Park Drive, Sacramento 95833

I set aside a couple of hours. If this date/time is not good, we can reschedule.

Site visit of the proposed crossing for the Truxel Bridge

City of Sacramento

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the Uniform Electronic Transactions Act of any state or the federal government unless a specific statement to the contrary is included in this e-mail.

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Appendix B. Caltrans PES Form

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)**Federal Project No.:**

(Federal Program Prefix-Project No., Agreement No.)

Final Design:

(Expected Start Date)

To: Bomasur Banzon

(District Local Assistance Engineer)

Caltrans District 3

(District)

703, B Street, Marysville, CA 95901

(Address)

bomasur.banzon@dot.ca.gov

(Email Address)

From: City of Sacramento

(Local Agency)

Fedolia "Sparky" Harris, (916) 808-2996

(Project Manager's Name and Telephone No.)

915 I Street, Room 2000 Sacramento, CA 95814

(Address)

fharris@cityofsacramento.org

(Email Address)

**Is this Project "ON" the
State Highway System?**☐ Yes☒ No**IF YES, STOP HERE** and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.**Federal State Transportation Improvement Program
(FSTIP)**2023 MTP/SCS

(Currently Adopted Plan Date)

54

(Page No. ____ attach to this form)

<https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>**Programming
for FSTIP:****Preliminary Engineering** \$
(Fiscal Year) (Dollars)**Right of Way** \$
(Fiscal Year) (Dollars)**Construction** \$
(Fiscal Year) (Dollars)**Project Description as Shown in RTP and FSTIP:** New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.**Detailed Project Description:** (Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)

The City of Sacramento proposes to construct a multi-modal bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River.

(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

Yes No☐☒

Widen existing roadway

☒☐

Increase number of through lanes

☒☐

New alignment

☒☐Capacity increasing—other
(e.g., channelization)☐☒

Realignment

☒☐

Ramp or street closure

☒☐

Bridge work

☒☐

Vegetation removal

☒☐

Tree removal

Yes No☒☐

Ground disturbance

☒☐

Road cut/fill

☒☐Excavation: anticipated
maximum depth 120 feet☒☐

Drainage/culverts

☒☐

Flooding protection

☒☐

Stream channel work

☒☐

Pile driving

☐☒

Demolition

Yes No☒☐

Easements

☒☐

Equipment staging

☒☐

Temporary access road/detour

☒☐

Utility relocation

☒☐Right of way acquisition
(if yes, attach map with APN)☐☒

Disposal/borrow sites

☐☒

Part of larger adjacent project

☐☒

Railroad

Required Attachments:

- ☒ Regional map ☒ Project location map ☒ Project footprint map (existing/proposed right of way)
- ☒ Engineering drawings (existing and proposed cross sections), if available ☐ Borrow/disposal site location map, if applicable
(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)
- ☒ GeoTracker Printout for Hazardous Materials (<http://geotracker.waterboards.ca.gov/>).
- ☒ Federal Threatened and Endangered Species List from USFWS (<http://ecos.fws.gov/ipac/>).
- ☒ Federal Threatened and Endangered Species List from NMFS (<http://www.westcoast.fisheries.noaa.gov/maps/data/california> species listtools.html).
- ☒ Current Photos of Project Site ☒ FEMA map ☒ VIA Questionnaire

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project generate public controversy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption in 40 CFR 93.126, or 40 CFR 93.128 (check one box below and identify the project type if applicable): <input type="checkbox"/> 40 CFR 93.126 <input type="checkbox"/> 40 CFR 93.128 Project type: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. If project is not exempt from regional conformity, (If "No" on Question #7) Is project in a metropolitan non-attainment/maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is project in an isolated rural non-attainment area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Is the project within a designated sole-source aquifer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Is there a potential for wetlands to occur within or adjacent to the construction area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. Is there a potential for the introduction or spread of invasive plant species?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sections 4(f) and 6(f)			
20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources			
22. Does the project have the potential to affect any visual or scenic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Relocation Impacts			
23. Will the project require the relocation of residential or business properties? (If the answer to questions 23-32 is "yes," then Title VI Implementation and outreach may be triggered)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Land Use, Community, and Farmland Impacts			
24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. Is the project inconsistent with plans and goals adopted by the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26. Does the project have the potential to divide or disrupt neighborhoods/communities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
27. Does the project have the potential to disproportionately affect low-income and minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28. Will the project require the relocation of public utilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29. Will the project affect access to properties or roadways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30. Will the project involve changes in access control to the State Highway System (SHS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31. Will the project involve the use of a temporary road, detour, or ramp closure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
32. Will the project reduce available parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33. Will the project construction encroach on state or federal lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Will the project convert any farmland to a different use or impact any farmlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural Resources			
35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area? (Note: Caltrans PQS answers question #35)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36. Is the project adjacent to, or would it encroach on Tribal land?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Traffic <i>Check one:</i> <input checked="" type="checkbox"/> Traffic Study <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Noise <i>Check as applicable:</i> <input checked="" type="checkbox"/> Traffic Related <input checked="" type="checkbox"/> Construction Related <i>Check one:</i> <input checked="" type="checkbox"/> Noise Study Report <input checked="" type="checkbox"/> NADR <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Air Quality <i>Check as applicable:</i> <input checked="" type="checkbox"/> Traffic Related <input checked="" type="checkbox"/> Construction Related <i>Check one:</i> <input checked="" type="checkbox"/> Air Quality Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Regional Agency	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Conformity Finding (23 USC 327 CEs, EAs, EISs) <input type="checkbox"/> Conformity Finding (23 USC 326 CEs) <input checked="" type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input checked="" type="checkbox"/> Hazardous Materials/ Hazardous Waste <i>Check as applicable:</i> <input checked="" type="checkbox"/> Initial Site Assessment (Phase 1) <input checked="" type="checkbox"/> Preliminary Site Assessment (Phase 2) <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Cal EPA DTSC <input type="checkbox"/> Local Agency	<input checked="" type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Review Database <input type="checkbox"/> Review Database
<input checked="" type="checkbox"/> Water Quality/Resources <i>Check as applicable:</i> <input checked="" type="checkbox"/> Water Quality Assess. Report <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Sole-Source Aquifer (Districts 5, 6 and 11)	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Floodplain		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> Location Hydraulic Study	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Floodplain Evaluation Report	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Summary Floodplain Encroachment Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input checked="" type="checkbox"/> Wild and Scenic Rivers	<input checked="" type="checkbox"/> River Managing Agency	<input checked="" type="checkbox"/> Wild and Scenic Rivers Determination
<input checked="" type="checkbox"/> Biological Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> NES, Minimal Impact	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> NES		
<input checked="" type="checkbox"/> BA	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approves for Consultation
	<input checked="" type="checkbox"/> USFWS <input checked="" type="checkbox"/> NOAA Fisheries	<input checked="" type="checkbox"/> Section 7 Informal/Formal Consultation
<input checked="" type="checkbox"/> EFH Evaluation	<input checked="" type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input checked="" type="checkbox"/> Bio-Acoustic Evaluation	<input checked="" type="checkbox"/> NOAA Fisheries	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Wetlands		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> WD and Assessment	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input checked="" type="checkbox"/> Invasive Plants		
<input checked="" type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Section 4(f)		
<i>Check as applicable:</i>		
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input checked="" type="checkbox"/> Programmatic 4(f) Evaluation Type: _____	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> SHPO <input type="checkbox"/> DOI <input type="checkbox"/> HUD <input type="checkbox"/> USDA	
B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals

<input type="checkbox"/> Section 6(f)	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan
	<input type="checkbox"/> NPS	<input type="checkbox"/> Approves Conversion
<input checked="" type="checkbox"/> Visual Resources <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Minor VIA <input type="checkbox"/> Moderate VIA <input checked="" type="checkbox"/> Advance/Complex VIA	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Relocation Impacts <i>Check one:</i> <input type="checkbox"/> Relocation Impact Memo <input type="checkbox"/> Relocation Impact Study <input checked="" type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval
<input checked="" type="checkbox"/> Land Use and Community Impacts <i>Check one:</i> <input checked="" type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Construction/Encroachment on State Lands <i>Check as applicable:</i> <input type="checkbox"/> SLC Jurisdiction <input type="checkbox"/> Caltrans Jurisdiction <input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SLC <input type="checkbox"/> Caltrans <input type="checkbox"/> SP	<input type="checkbox"/> SLC Lease <input type="checkbox"/> Encroachment Permit <input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment on Federal Lands	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment On Indian Trust Lands	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input type="checkbox"/> Farmlands <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only <i>Check as applicable:</i> <input type="checkbox"/> Form AD 1006 <input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> NRCS <input type="checkbox"/> CDOC <input type="checkbox"/> ACOE	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approves Conversion <input type="checkbox"/> Approves Conversion <input type="checkbox"/>

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
<input checked="" type="checkbox"/> Cultural Resources (PQS completes this section)		
<input checked="" type="checkbox"/> APE Map	<input type="checkbox"/> Caltrans PQS <input checked="" type="checkbox"/> Caltrans PQS and DLAE	<input type="checkbox"/> Screened Undertaking <input checked="" type="checkbox"/> Approves APE Map
	<input checked="" type="checkbox"/> Local Preservation Groups and/or Native American Tribes	<input checked="" type="checkbox"/> Provides Comments Regarding Concerns with Project
<input checked="" type="checkbox"/> HPSR <input checked="" type="checkbox"/> ASR <input checked="" type="checkbox"/> HRER	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approves for Consultation
<input checked="" type="checkbox"/> Finding of Effect Report	<input checked="" type="checkbox"/> Caltrans <input checked="" type="checkbox"/> SHPO	<input type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions <input type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard
<input checked="" type="checkbox"/> MOA	<input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> SHPO <input type="checkbox"/> ACHP (if requested)	<input checked="" type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA <input type="checkbox"/> Approves MOA
<input checked="" type="checkbox"/> Permits Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	<input checked="" type="checkbox"/> ACOE <input type="checkbox"/> ACOE <input type="checkbox"/> Caltrans/ACOE/EPA <input type="checkbox"/> USFWS <input type="checkbox"/> NOAA Fisheries <input checked="" type="checkbox"/> ACOE <input checked="" type="checkbox"/> USCG <input checked="" type="checkbox"/> RWQCB <input checked="" type="checkbox"/> CDFW <input checked="" type="checkbox"/> RWQCB <input type="checkbox"/> CCC <input type="checkbox"/> Local Agency <input type="checkbox"/> BCDC	<input checked="" type="checkbox"/> Section 404 Nationwide Permit <input type="checkbox"/> Section 404 Individual Permit <input type="checkbox"/> NEPA/404 Integration MOU <input checked="" type="checkbox"/> Rivers and Harbors Act Section 10 Permit <input checked="" type="checkbox"/> USCG Bridge Permit <input checked="" type="checkbox"/> Section 401 Water Quality Certification <input checked="" type="checkbox"/> Section 1602 Streambed Alteration Agreement <input checked="" type="checkbox"/> NPDES Permit <input type="checkbox"/> Coastal Zone Permit <input type="checkbox"/> BCDC Permit

Notes: Additional studies may be required for other federal agencies.

ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFW	=	California Department of Fish and Wildlife	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- ☐ Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required*)
- ☐ Compliance with 23 USC 139 regarding Participating Agencies required
- ☒ Complex Environmental Assessment
- ☐ Routine Environmental Assessment
- ☐ Categorical Exclusion without required technical studies.
- ☐ Categorical Exclusion with required technical studies
- (if Categorical Exclusion is selected, check one of the following):*
- ☐ Section 23 USC 326
- ☐ 23 CFR 771 activity (c)(____)
- ☐ 23 CFR 771 activity (d) (____)
- ☐ Activity _____ listed in the Section 23 USC 326
- ☐ Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable:

- ☐ Not Required
- ☒ Notice of Availability of Environmental Document
- ☒ Public Meeting
- ☒ Notice of Opportunity for a Public Hearing
- ☐ Public Hearing Required

G. Signatures**Local Agency Staff and/or Consultant Signature**

(Signature of Preparer)

(Date)

(Telephone No.)

(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

(Signature of Local Agency)

(Date)

(Telephone No.)

Caltrans District Professionally Qualified Staff (PQS) Signature

- ☐ Project does not meet definition of an “undertaking”; no further review is necessary under Section 106 (“No” Section A, #35).
- ☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties (“No” Section A, #35).
- ☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect (“To Be Determined” Section A, #35):
☐ Records Search ☐ _____ ☐ _____ ☐ _____
- ☐ Project meets the definition of an “undertaking”; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA (“No” Section A, #35).
- ☐ The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form (“Yes” Section A, #35).

(Signature of Professionally Qualified Staff)_____
(Date)_____
(Telephone No.)

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.

(Signature of Senior Environmental Planner or Designee)_____
(Date)_____
(Telephone No.)_____
(Name)_____
(Signature of District Local Assistance Engineer or Designee)_____
(Date)_____
(Telephone No.)_____
(Name)

- ☐ HQ DEA Environmental Coordinator concurrence _____. Email concurrence attached.
(date)

Preliminary Environmental Investigation

Notes to Support the Conclusions of the PES Form

(May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. **Will the project require future construction to fully utilize the design capabilities included in the proposed project?** No, the project does not require future construction to fully utilize the design capabilities of the proposed project. The Truxel Road Bridge project will be functionally independent of any future City of Sacramento projects.
2. **Will the project generate public controversy?** Yes. Controversial issues are focused on safety and environmental impacts to the American River. Thorough public outreach and coordination will be conducted throughout the design phase of the project.
3. **Is the project a Type I project as defined in 23 CFR 772.5(h); “construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes”?** Yes, the proposed project is constructing the Truxel bridge at a new location and is therefore a Type I project as defined in 23 CFR 772.5(h). There are multiple residences within 500 feet of the proposed bridge location. A Noise Study Report will be prepared to assess the project’s potential effects on future noise conditions and to evaluate temporary construction impacts and local noise ordinances. Based on the Noise Study Report, if noise impacts warrant abatement, a Noise Abatement Decision Report would be required.
4. **Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?** Yes, a Noise Study Report will be prepared to assess the project’s potential effects on future noise conditions and to evaluate temporary construction impacts and local noise ordinances. Construction of the proposed project will involve pile driving. However, construction related noise impacts will be limited in duration. Based on the Noise Study Report, if noise impacts warrant abatement, a Noise Abatement Decision Report would be required.
5. **Is the project in a NAAQS non-attainment or maintenance area?** Yes, the City of Sacramento is in a NAAQS non-attainment area for Ozone and Particulate Matter 2.5 (PM_{2.5}).
6. **Is the project exempt from the requirement that a conformity determination be made? (If “Yes,” state which conformity exemption per 40 CFR 93.126, Table 2 applies):** No, as none of the exemptions in 40 CFR 93.126 Table 2 apply, the project is not exempt from the requirement that a conformity determination be made.
7. **Is the project exempt from regional conformity? (If “Yes,” state which conformity exemption in 40 CFR 93.127, Table 3 applies):** No, as none of the exemptions in 40 CFR 93.127 Table 3 apply, the project is not exempt from regional conformity.
8. **If project is not exempt (that is, if “No” on Question #6 and Question #7) a project-level conformity determination is required. The project-level conformity determination would include both the regional emissions analysis and a hot spot analysis (in PM_{2.5}, PM₁₀ and CO nonattainment or maintenance areas).** The project is listed in the conforming 2023 SACOG MTP/SCS (Truxel Bridge (SAC24539)) and therefore meets regional conformity requirements for a project level conformity determination. As the project is in a non-attainment area for PM_{2.5}, interagency consultation is needed to determine if the project is a Project of Air Quality Concern (POAQC). If the project is determined to be a POAQC, a localized hot spot analysis for PM_{2.5} is required. An Air Quality Report will be prepared and will document potential impacts of the project on air quality, potential avoidance, minimization, and/or mitigation measures, and project-level conformity documentation. Additionally, an Air Quality Conformity Analysis, which contains the information that is required to make a project-level air quality conformity determination, will be prepared and submitted to FHWA for FHWA’s conformity determination.

9. **Is there potential for hazardous materials (including underground or aboveground tanks, etc.) and/or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?** To be determined, based on a review of the California Department of Water Resources GeoTracker and the Department of Toxic Substances Control EnviroStor databases, there are no hazardous materials/waste sites within the project footprint (see Attachment 3). However, the project would include improvements along Truxel Road and Sequoia Pacific Boulevard and could result in removal of yellow thermoplastic pavement markings and other types or colors of street or municipal markings containing lead-based paint from the existing roadways. There is also potential for aerially deposited lead (ADL) to be present in soils adjacent to Garden Highway and existing roadways. The Hazardous Waste Phase 1 Initial Site Assessment will further evaluate the potential for hazardous materials/waste concerns related to construction of the proposed project.
10. **Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?** Yes, the proposed project crosses the American River. A Water Quality Assessment Report will be prepared to evaluate potential impacts to water resources and water quality and identify Best Management Practices (BMP's) to minimize and avoid water quality impacts. Work within the American River will require regulatory permits from the US Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, Central Valley Flood Board, and the Coast Guard. See Section B for a list of permits required for the project.
11. **Is the project within a designated sole-source aquifer?** No, designated sole-source aquifers in California are in the counties of Fresno, Santa Cruz, San Diego, and Imperial. The project is in the City of Sacramento.
12. **Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?** No, the project is not within the State Coastal Zone, San Francisco Bay, or Suisun Marsh. The proposed site is located in City of Sacramento and is roughly 70 miles inland. See Attachment 1 for Location and Vicinity map.
13. **Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?** Yes, the proposed project location occurs within Zone AE, which indicates floodway areas, and Zone A99, which indicates a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. The project also occurs within Zone X, area with reduced flood risk due to levee. A Location Hydraulic Study, Floodplain Evaluation Report, and Summary Floodplain Encroachment Report will be prepared to analyze impacts of the new bridge on the floodplain. An encroachment permit from the Central Valley Flood Board will be obtained prior to construction. A FEMA Map, which includes the FEMA map number, has been included in Attachment 1 to this PES form.
14. **Is the project within or immediately adjacent to a Wild and Scenic River System?** Yes, the American River (Lower), from Nimbus Dam to Sacramento River confluence, is a nationally designated wild and scenic recreational river. The proposed project is located in this segment of the American River. The Visual Impact Assessment prepared for this project will evaluate if the construction or operation of the project will affect this segment of the American River. Additionally, the Discovery Park Area Plan Map in the American River Parkway Plan would need to be amended. Last, since the Project is a nationally designated wild and scenic recreational river, it is subject to Section 7 of the Wild and Scenic Rivers Act and will need to be evaluated under the "direct and adverse effect" standard listed in the Technical Report of the Interagency Wild and Scenic Rivers Coordinating Council. This evaluation will be documented in a Wild and Scenic Rivers Study. Coordination with the River Managing Agencies (Sacramento County Regional Parks and California Resources Agency) for the Lower American River is required as part of this process.
15. **Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?** Yes, the project will impact the American River, which is considered Critical Habitat for the Chinook salmon, California Central Valley Steelhead, and the Green sturgeon. The project will also impact the American River riparian corridor, sections of which are considered Critical Habitat for Valley Elderberry Longhorn Beetle. The closest is approximately 1.4 miles upstream of the project. Lastly, western pond turtle, which is proposed for listing as federally threatened, has the potential to occur within the project area. The species list retrieved from USFWS and NMFS lists potential species of concern in relation to the proposed project (see Attachment 4). A single Natural Environment Study (NES) and separate Biological Assessments for USFWS and NMFS will be prepared to document the potential impacts to biological resources and federally threatened or endangered species.

16. **Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?** Yes, tree and vegetation removal will occur as part of this project. Bird exclusionary devices, if required, will be installed prior to the nesting season. Due to the presence of vegetation within and adjacent to the identified limits of disturbance for the proposed project, there is the potential for impacts to native nesting birds during construction activities. The requirements of the Migratory Bird Treaty Act will be addressed in the environmental document, as well as in the NES.
17. **Is there a potential for wetlands to occur within or adjacent to the construction area?** Yes, a qualified biologist will conduct a wetland delineation to confirm the limits of aquatic resources within the project area. A Wetland Assessment will be prepared to discuss results of the wetland delineation and will quantify project related impacts.
18. **Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?** No, according to the National Wetland Inventory Map, no agricultural wetlands are anticipated to occur within or adjacent to the project area.
19. **Is there a potential for the introduction or spread of invasive plant species?** Yes, construction equipment traveling in and out of the project area, and ground disturbing construction activities would increase the potential for the introduction or spread of invasive plant species. BMPs will be specified in the NES to reduce the risk of introduction or spread of invasive plant species.
20. **Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?** Yes, the Two Rivers Bike Trail, Jedediah Smith Trail, American River Parkway, and Discovery Park are located either within or immediately adjacent to the project area. Additionally, the following historic sites, which qualify as Section 4(f) resources, are located within the project: Natomas East Main Drain / historic levees and Delta Tribal Cultural Landscape. A Programmatic Section 4(f) Evaluation will be prepared and will appropriately document minimization effort to the Section 4(f) resources within or adjacent to the project.
21. **Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?** No. According to the LWCF project map, which tracks information on projects funded through LWCF over the program's history, there are multiple LWCF funded projects within the American River Parkway. However, after coordinating with the Director of Sacramento County Regional Parks, the closest LWCF funded parcel (APN 274-0050-020-0000) is outside of the Project vicinity. Thus, the Section 6(f) evaluation process is not anticipated.
22. **Does the project have the potential to affect any visual or scenic resources?** Yes. There are various visual and scenic resources within the project area, such as the Lower American River, which is a nationally designated wild and scenic recreational river. Construction of the project will introduce a new bridge across the American River and require vegetation removal; therefore, impacts to the visual environment are anticipated. To assess how these changes could impact viewer groups in the project vicinity, a Visual Impact Assessment Advanced Report will be prepared. A Caltrans format Questionnaire to Determine Visual Impact Assessment Level has been completed which resulted in a preliminary score of 39 (Attachment 6).
23. **Will the project require the relocation of residential or business properties?** To be determined, construction of the project may result in the relocation of the CalOES building, located at 630 Sequoia Pacific Blvd, Sacramento, CA 95811. If it is determined that the CalOES building will be relocated, a Relocation Impact Report will be prepared.
24. **Will the project require any right of way, including partial or full takes?** Yes, the proposed project would require sliver takes for right of way acquisition along with temporary construction easements (TCEs). Full acquisitions may be necessary.
25. **Is the project inconsistent with plans and goals adopted by the community?** No, the project is consistent with plans and goals adopted by the community by providing a multi-modal crossing across the Lower American River. The following plans address the need for a new crossing over the Lower American River: Sacramento 2040 General Plan, River Direct Specific Plan, Sacramento Railyards Specific Plan, City of Sacramento Bicycle Master Plan, City of Sacramento Pedestrian Master Plan, American River Parkway Plan, 2023 SACOG MTP/SCS.

26. **Does the project have the potential to divide or disrupt neighborhoods/communities?** To be determined. Currently, there limited crossings across the Lower American River. The proposed project will construct a multi modal bridge which will create greater connectivity from South Natomas to the Central City, allowing for better mobility within the area. A Community Impact Assessment will be prepared to identify impacts to neighborhoods/communities.
27. **Does the project have the potential to disproportionately affect low-income and minority populations?** To be determined. It is anticipated that the proposed project will benefit low-income and minority populations. The Truxel Bridge will serve disadvantaged and low-income communities as identified under the CalEPA SB 535 Disadvantaged Communities website, California Climate Investments, and under CalEnviroScreen 4.0 indicators. The proposed project will provide access to more opportunities on foot, by bicycle, and transit. Additionally, the Truxel Bridge will catalyze development in the River District and the Railyards District which will provide easily accessible job opportunities in over 800,000 square feet of planned commercial development and over 3 million square feet of planned office development. A Community Impact Assessment will be prepared to assess impacts to low-income and minority populations.
28. **Will the project require the relocation of public utilities?** To be determined, utilities within the project area may require relocation as part of the project.
29. **Will the project affect access to properties or roadways?** To be determined, road closures may be necessary throughout construction and may impact access to some properties/roadways. However, these closures will be short in duration and there will be coordination with residents and businesses impacted by these closures. A Community Impact Assessment will be prepared to evaluate whether the will project affect access to properties or roadways.
30. **Will the project involve changes in access control to the State Highway System (SHS)?** No. The proposed project would not result in a change in access control as no SHS facilities would be impacted by the proposed project.
31. **Will the project involve the use of a temporary road, detour, or ramp closure?** To be determined, detours may be necessary throughout construction. A Community Impact Assessment will be prepared to discuss if any detours are necessary.
32. **Will the project reduce available parking?** No, the proposed project would not reduce available parking as no parking is currently provided within the project limits.
33. **Will the project construction encroach on state or federal lands?** No, the project does not encroach on state or federal lands. The project area comprises private properties, City owned parcels, and County owned parcels.
34. **Will the project convert any farmland to a different use or impact any farmlands?** No. According to the California Important Farmland Finder, there is no farmland within the vicinity of the project. As such, the project would not require any permanent conversion of any farmland.
35. **Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?** Yes, the Project falls within the boundaries of the Delta Tribal Cultural Landscape and the Lower American River Tribal Cultural Landscape. Furthermore, potentially eligible resources including river levees and the Natomas East Main Drian. Caltrans cultural staff will make the final determinations regarding these resources.
36. **Is the project adjacent to, or would it encroach on Tribal Land?** No. According to the Environmental Protection Agency, there are no known tribal lands or reservations within or adjacent to the project area. (https://www3.epa.gov/region9/air/maps/ca_tribe.html)

Continuation of Detailed Project Description: N/A

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator
4) Senior Environmental Planner (or designee), 5) District PQS

Attachment 1

Regional Map, Project Location Map, Project
Footprint Map, FEMA Map

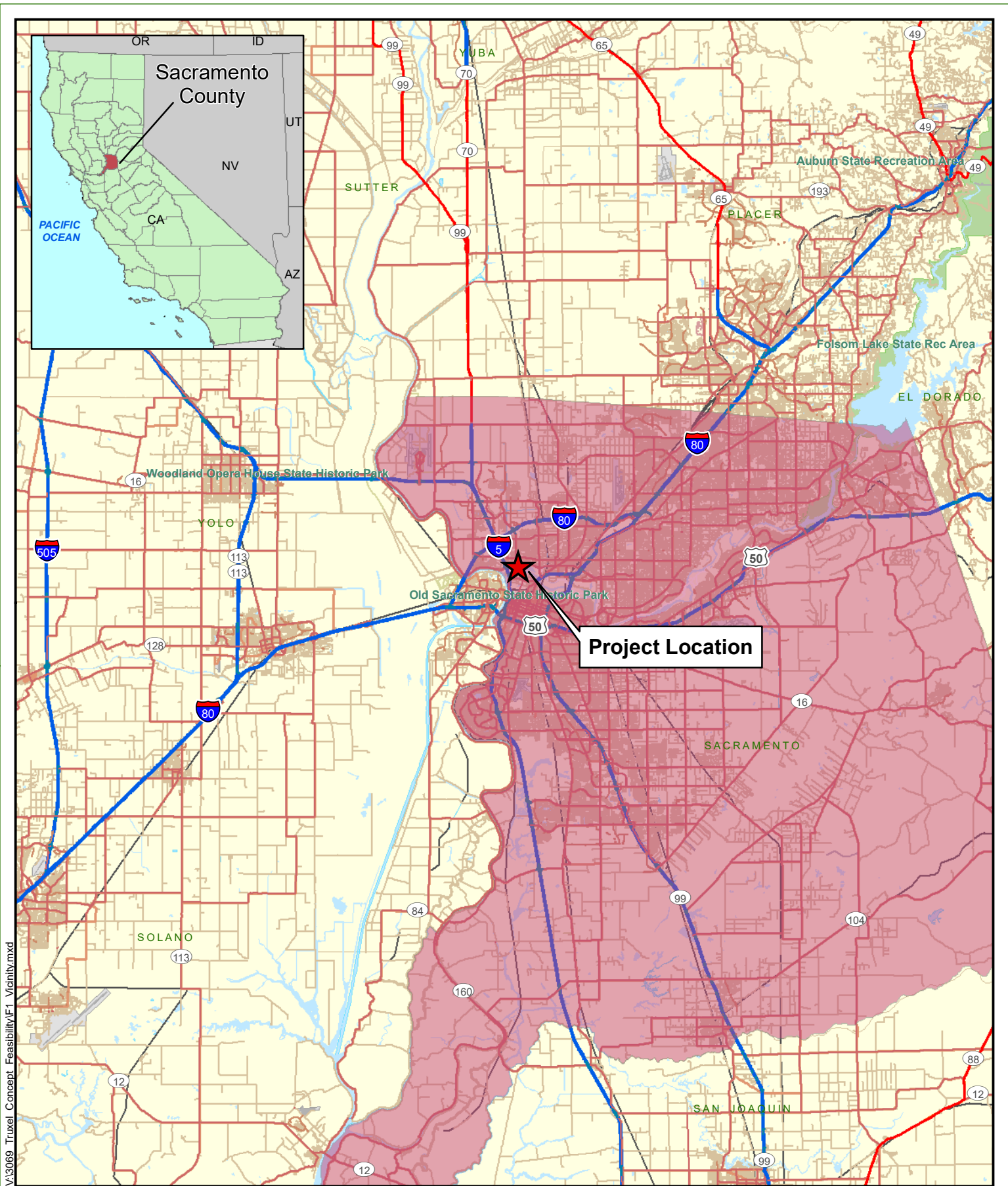
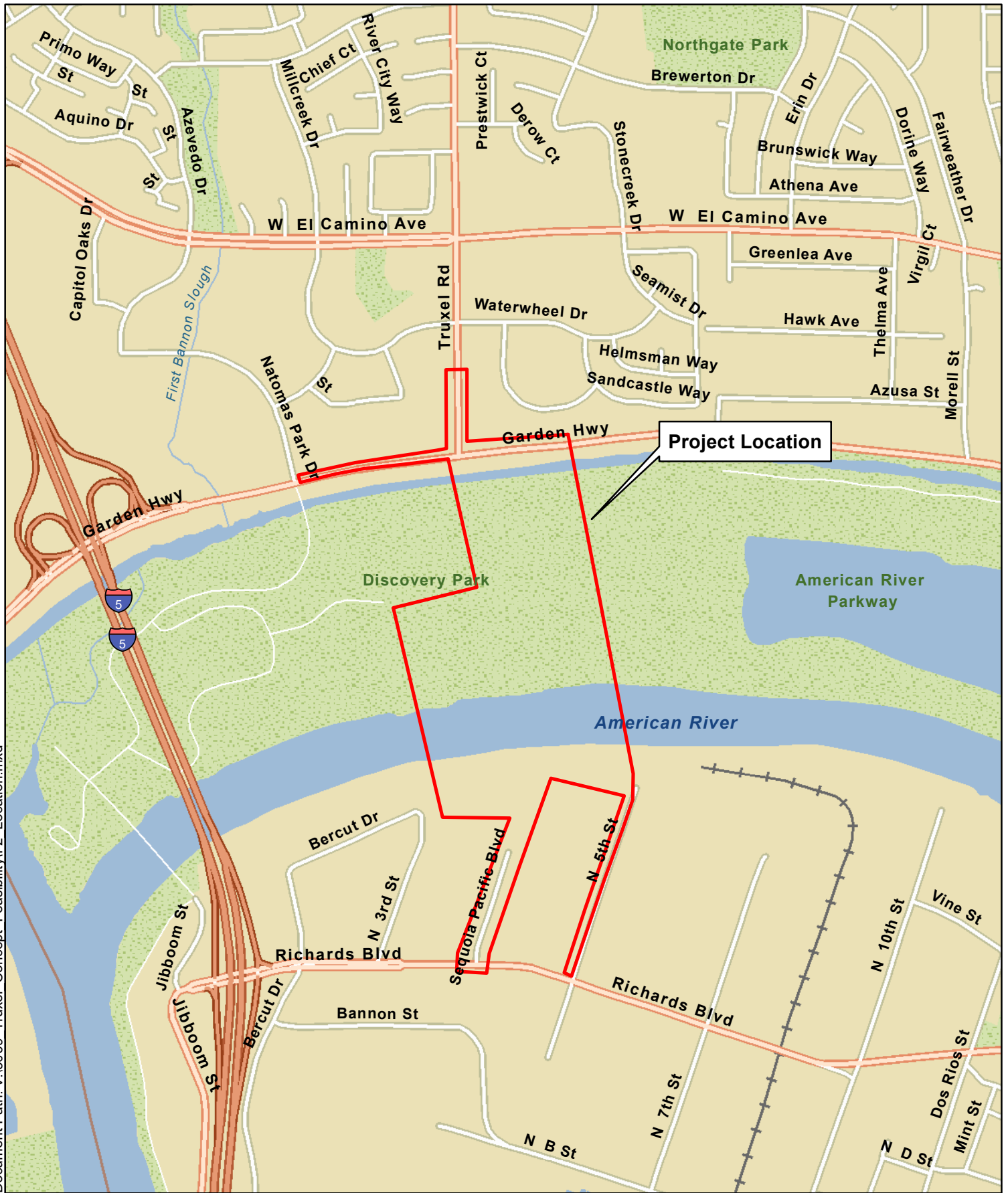


FIGURE 1
Project Vicinity

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California



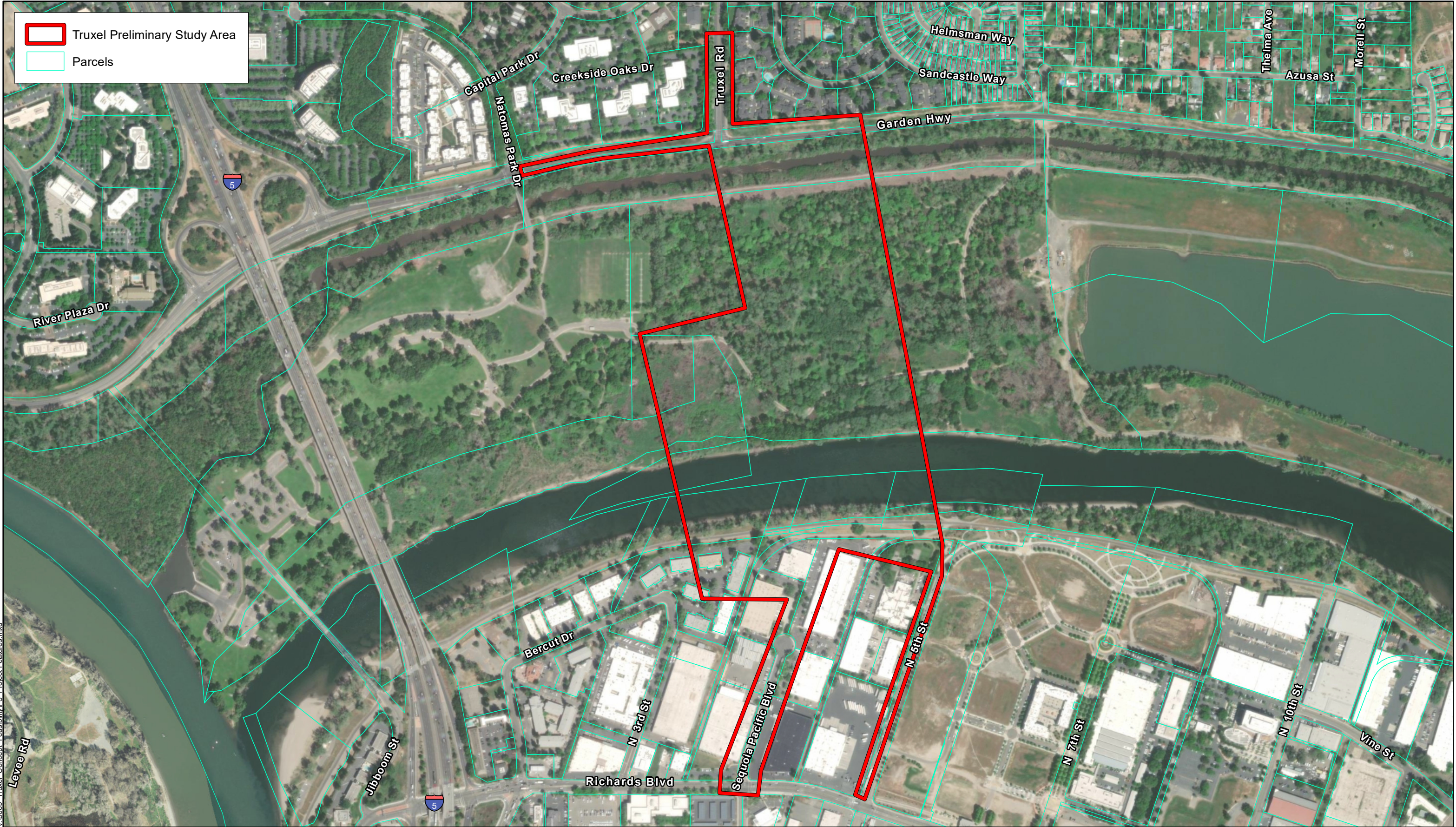
Source: ESRI World Street Maps Online; Dokken Engineering 9/24/2024; Created By: ahale



0 800 1,600 2,400 3,200 Feet

FIGURE 2
Project Location

Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California

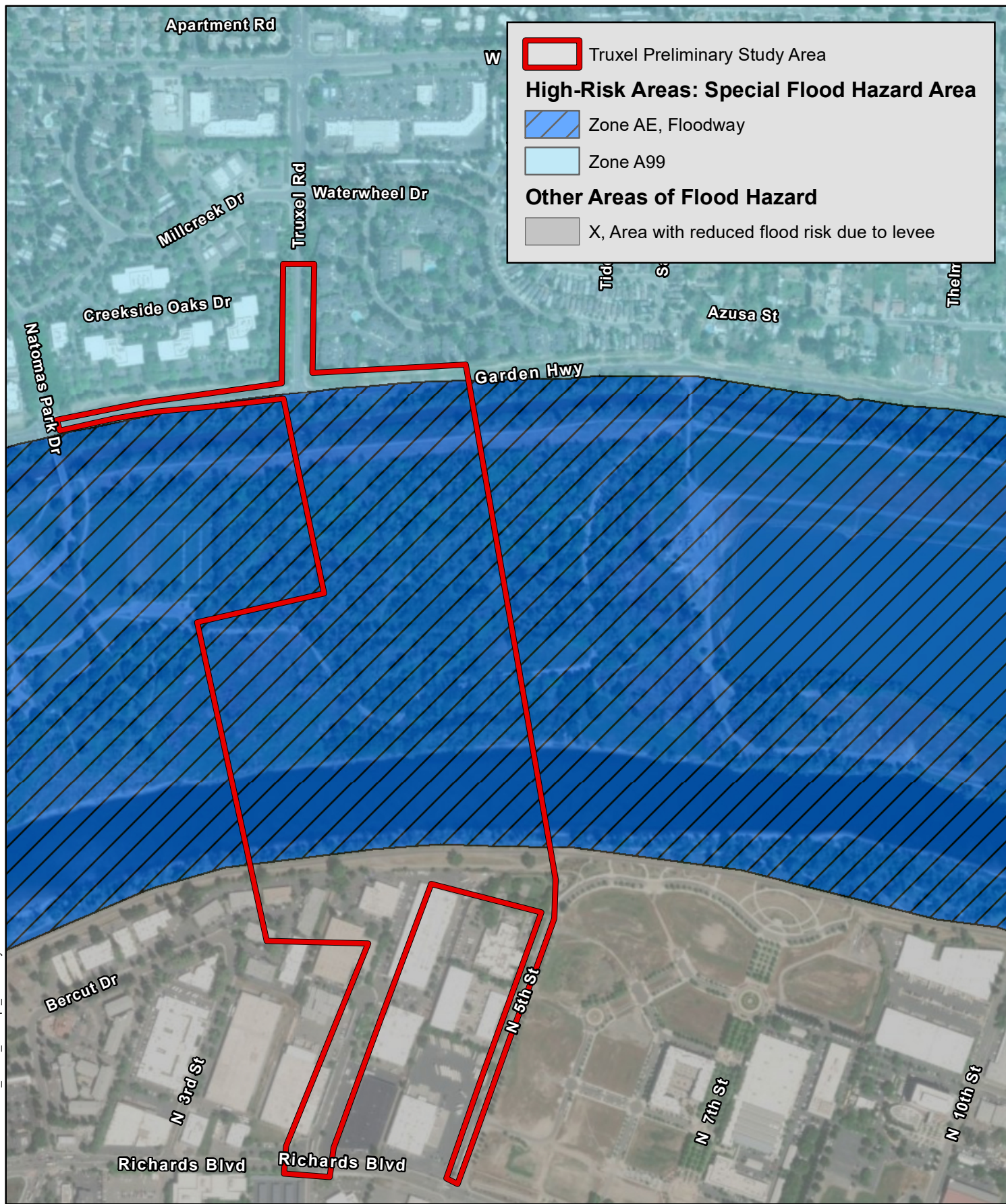


V:\3069 Truxel Concept Feasibility\F3 Project Features.mxd

Source: ESRI Maps Online; Dokken Engineering 9/24/2024; Created By: ahale

FIGURE 3
Project Footprint
Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California

Document Path: V:\3069_Truxel_Concept_Feasibility\PE\FEMA.mxd



Source: ESRI World Street Maps Online; Dokken Engineering 9/24/2024; Created By: ahale



FEMA FIRM ID: 06067C

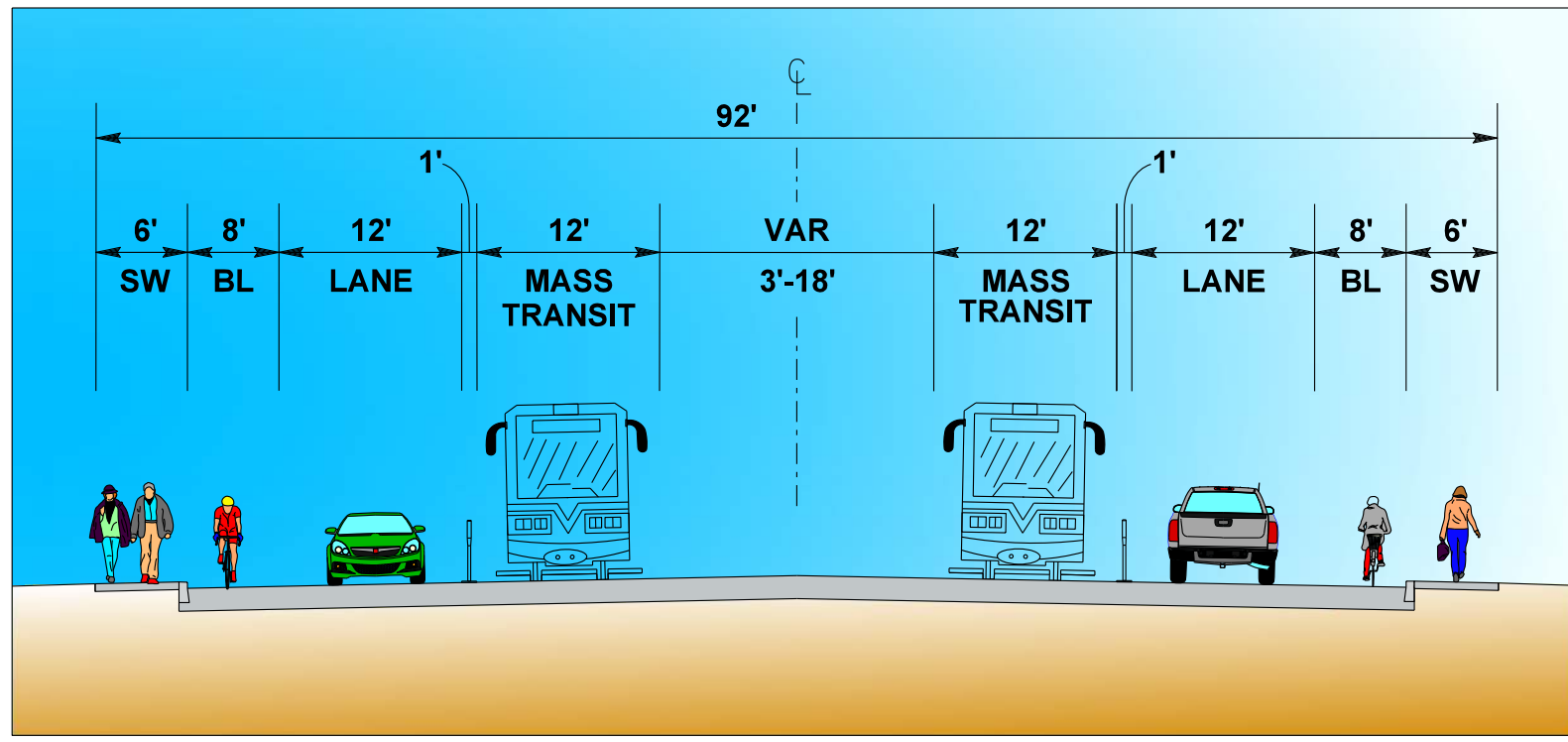
FIGURE 4
FEMA Map

0 430 860 1,290 1,720
Feet

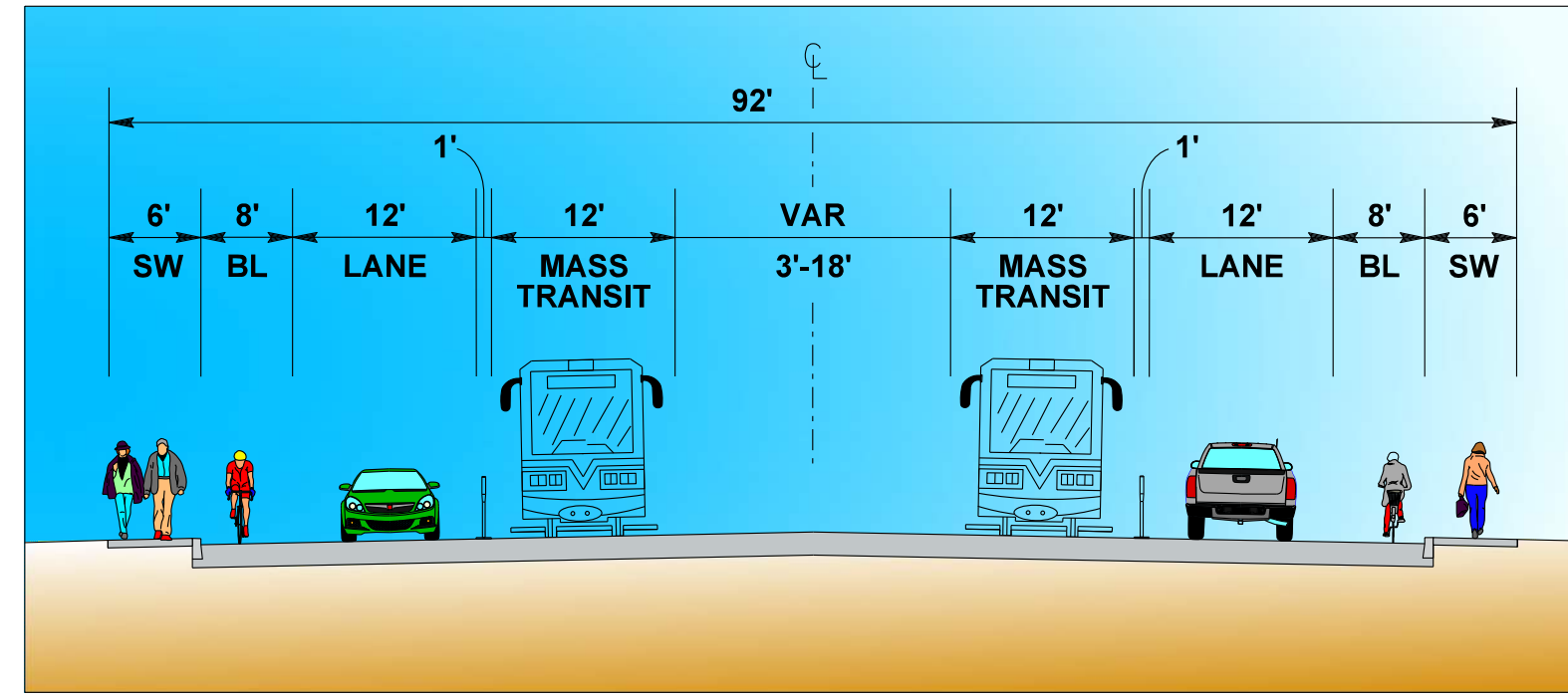
Truxel Bridge Concept and Feasibility Study
City of Sacramento, Sacramento County, California

Attachment 2

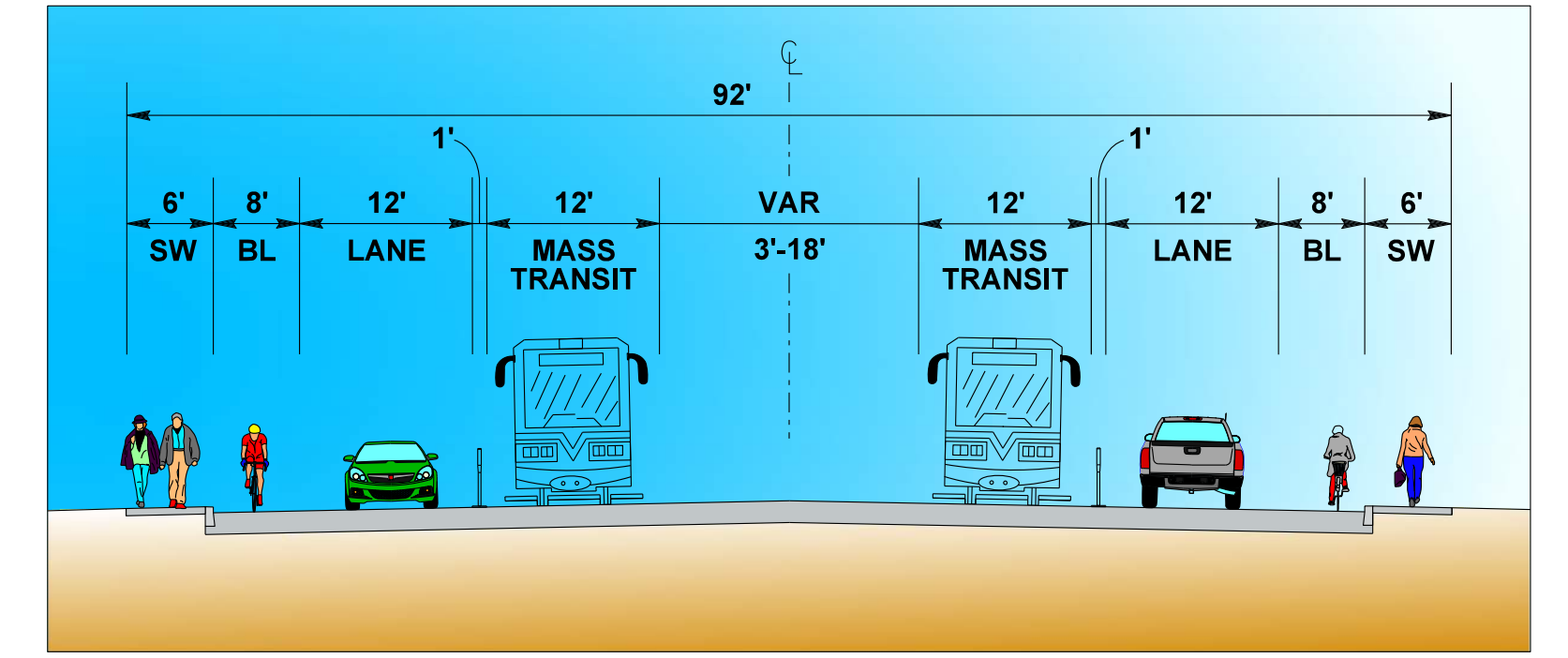
Engineering Drawings



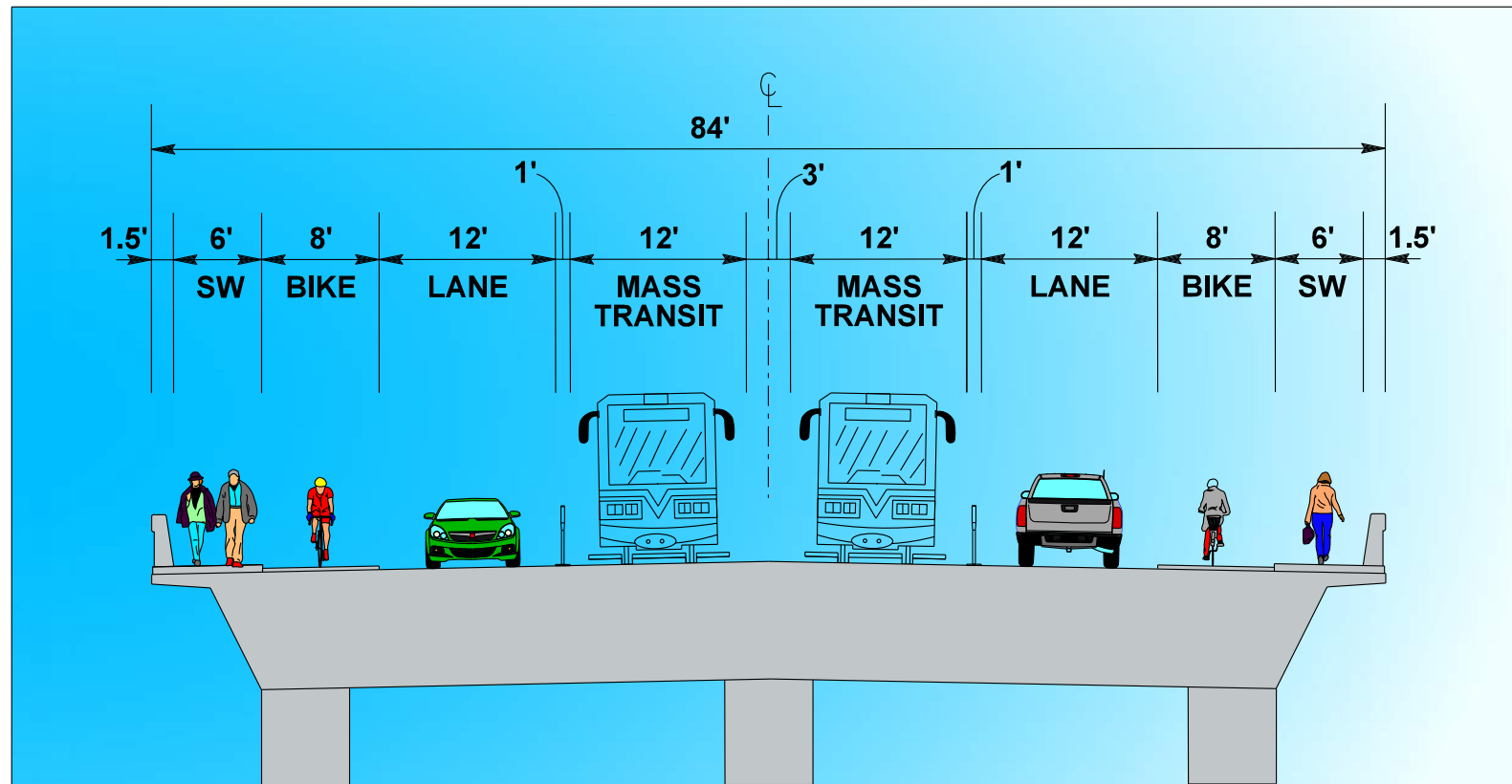
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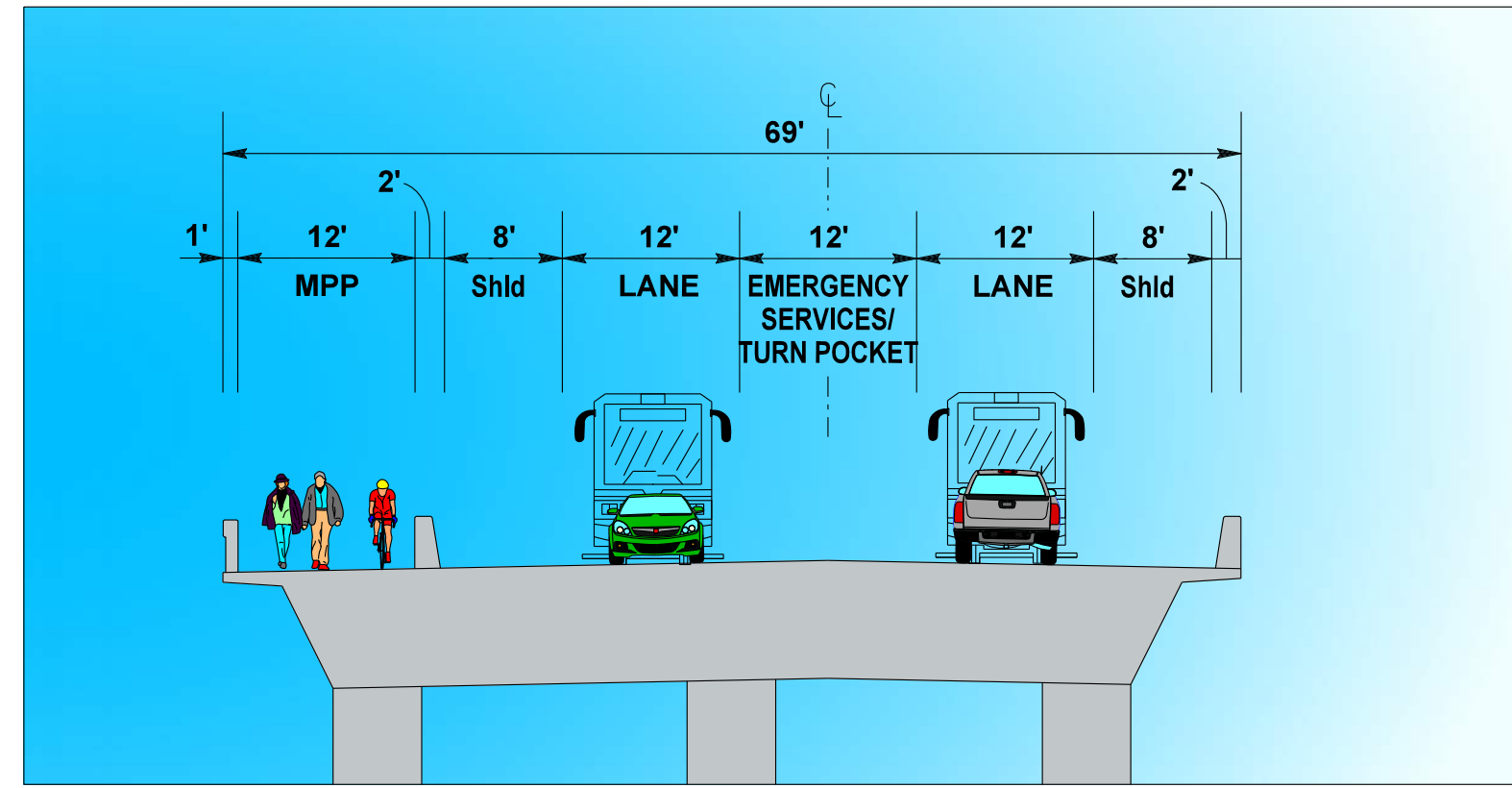
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TRUXEL RD NORTH



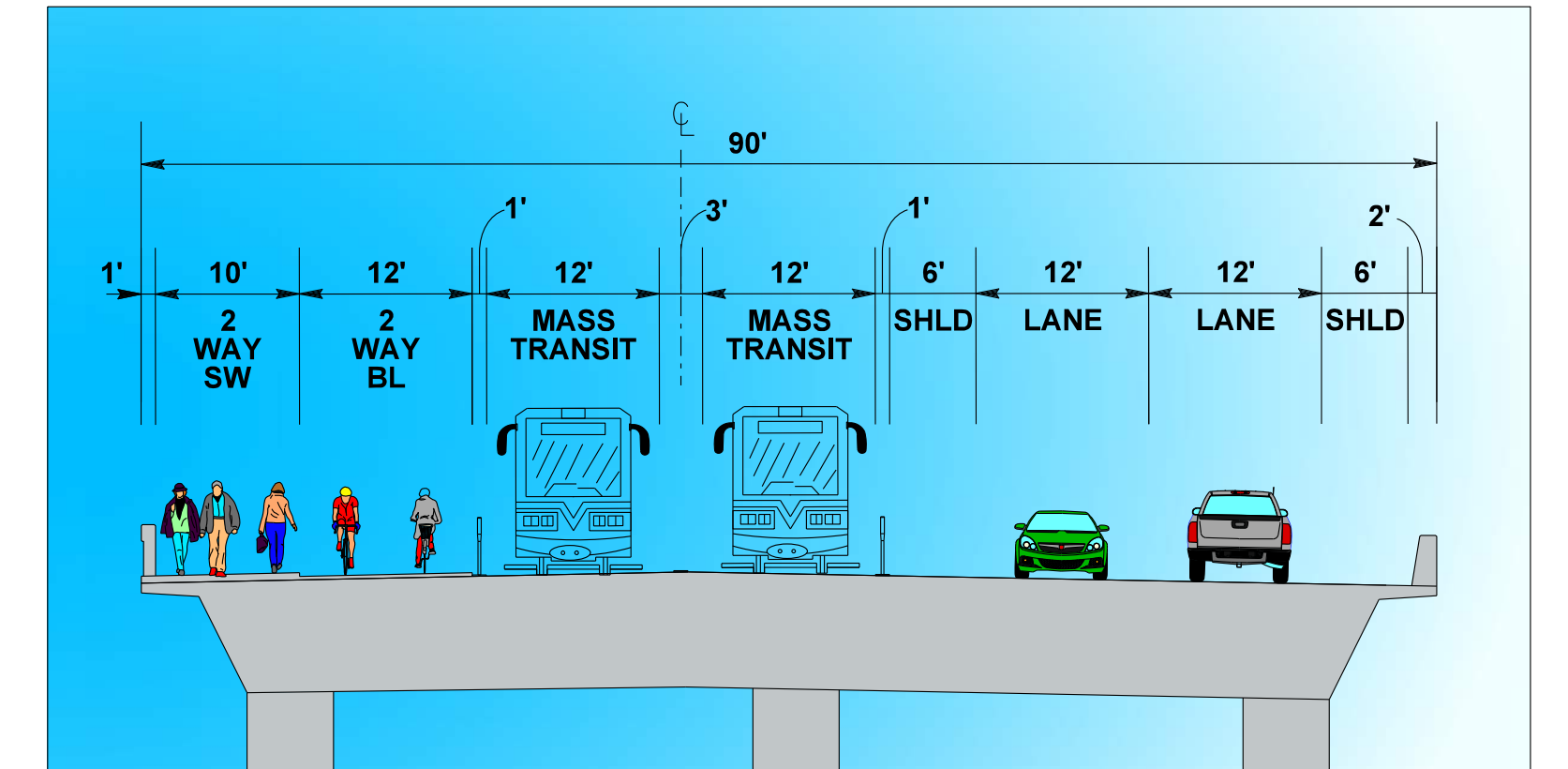
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TRUXEL RD NORTH



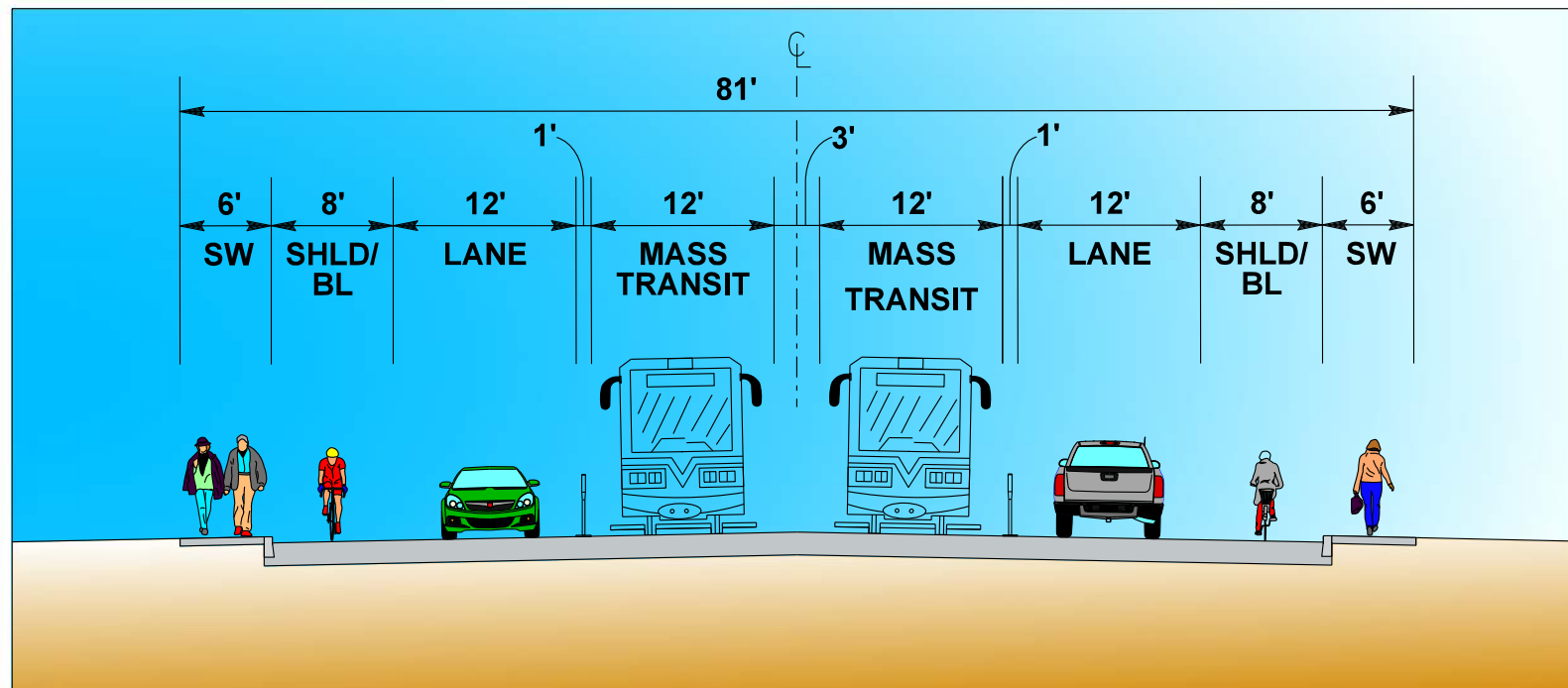
ALT 1
ON BRIDGE



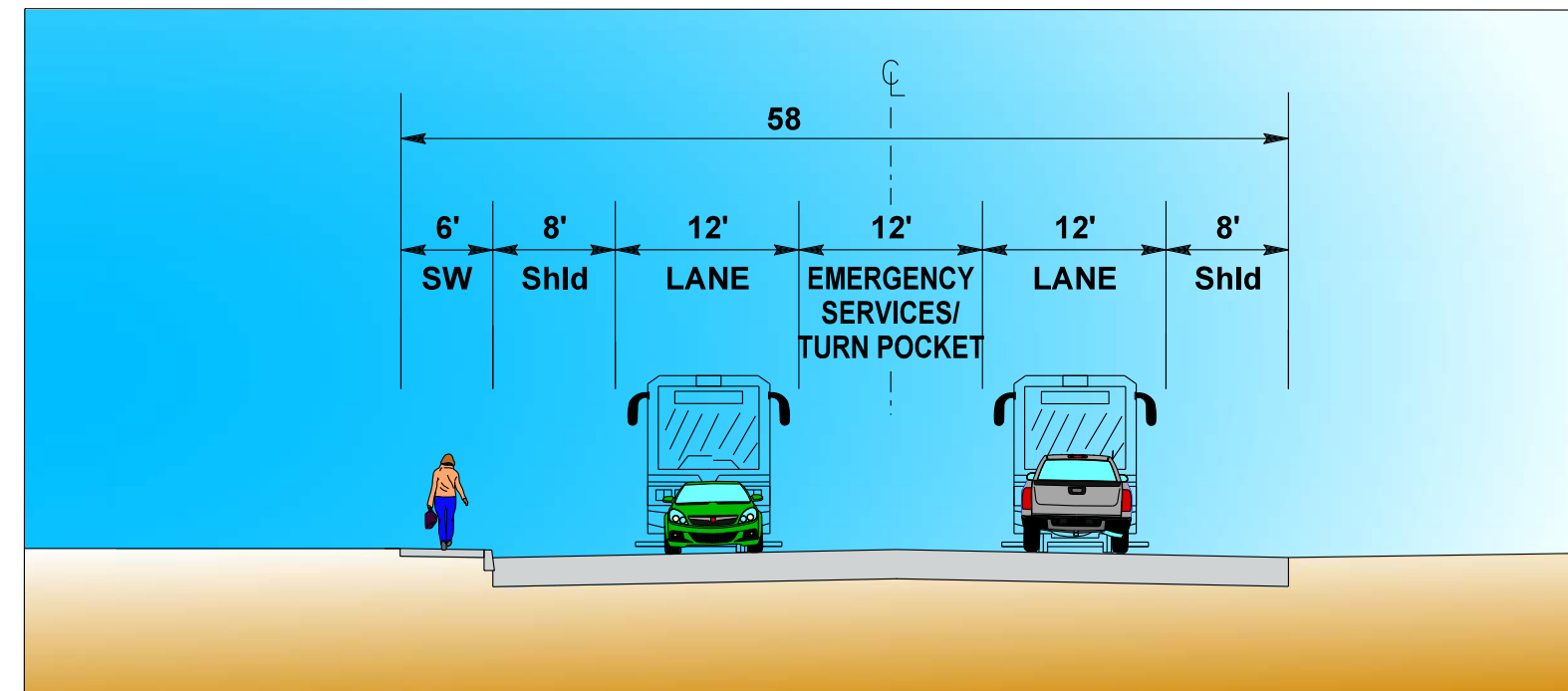
ALT 2
ON BRIDGE



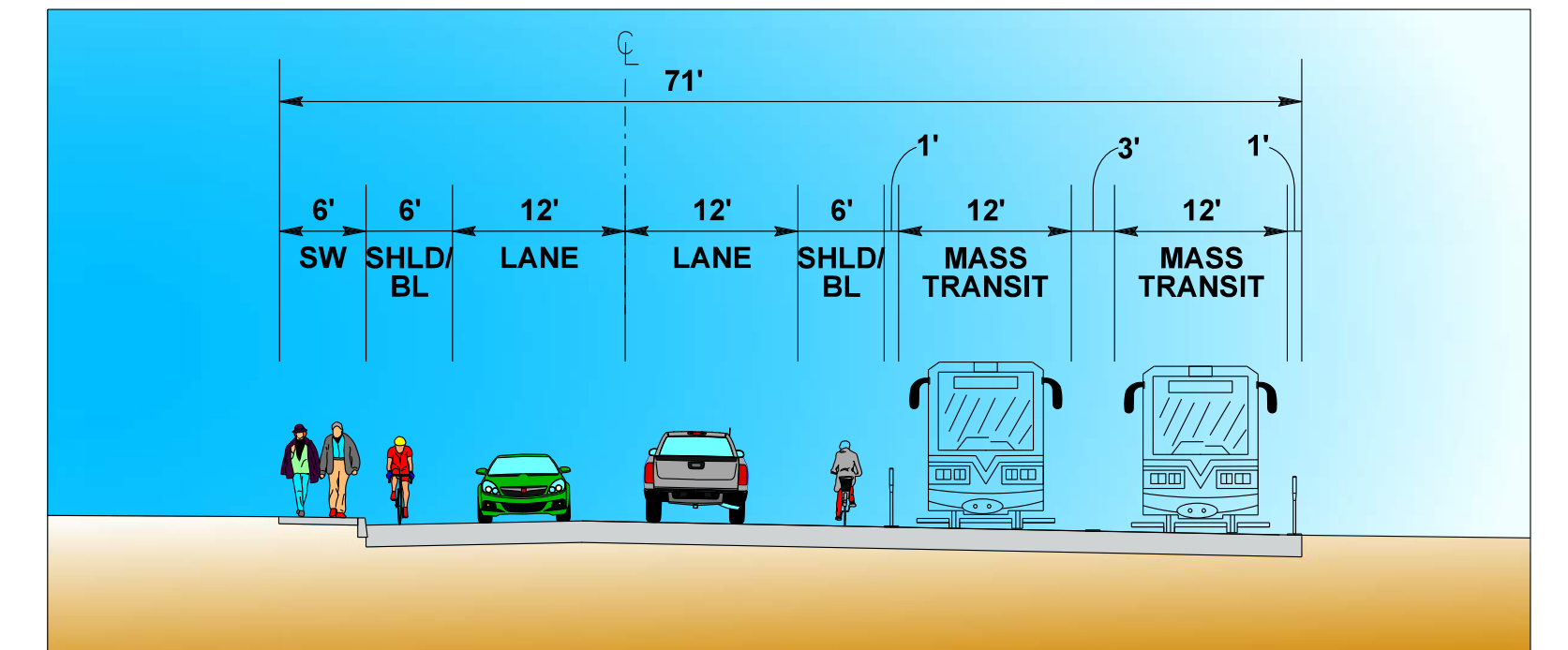
ALT 3
ON BRIDGE



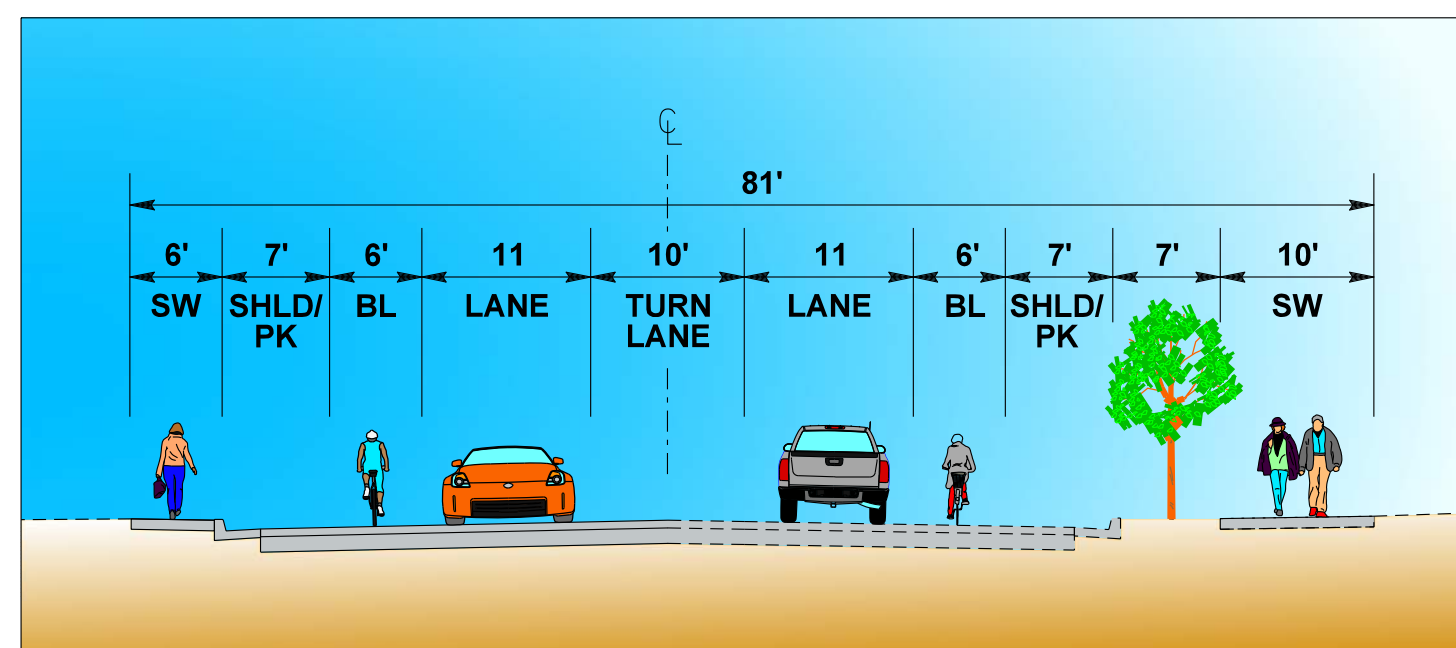
ALT 1
SEQUOIA PACIFIC BLVD



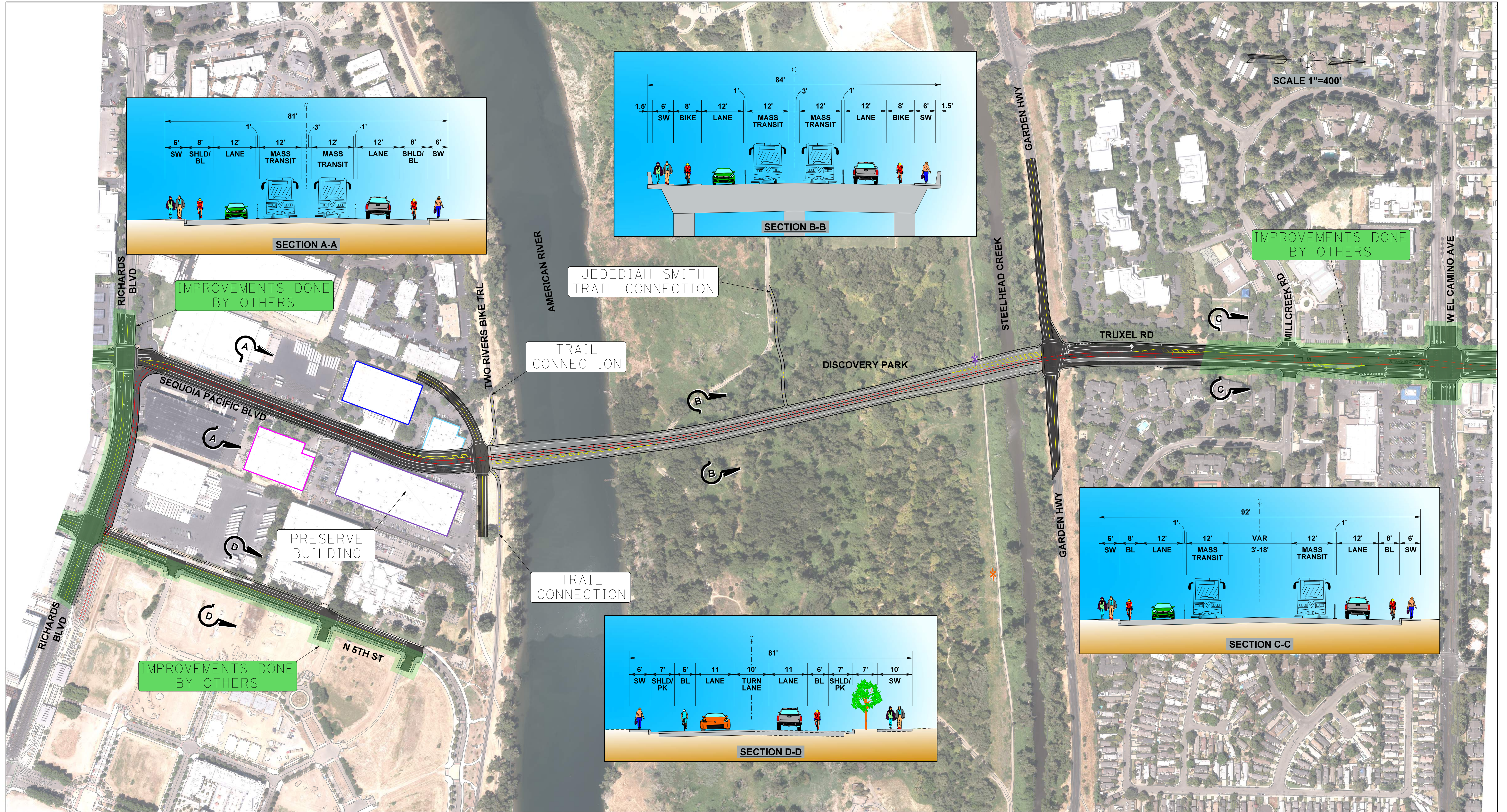
ALT 2
SEQUOIA PACIFIC BLVD

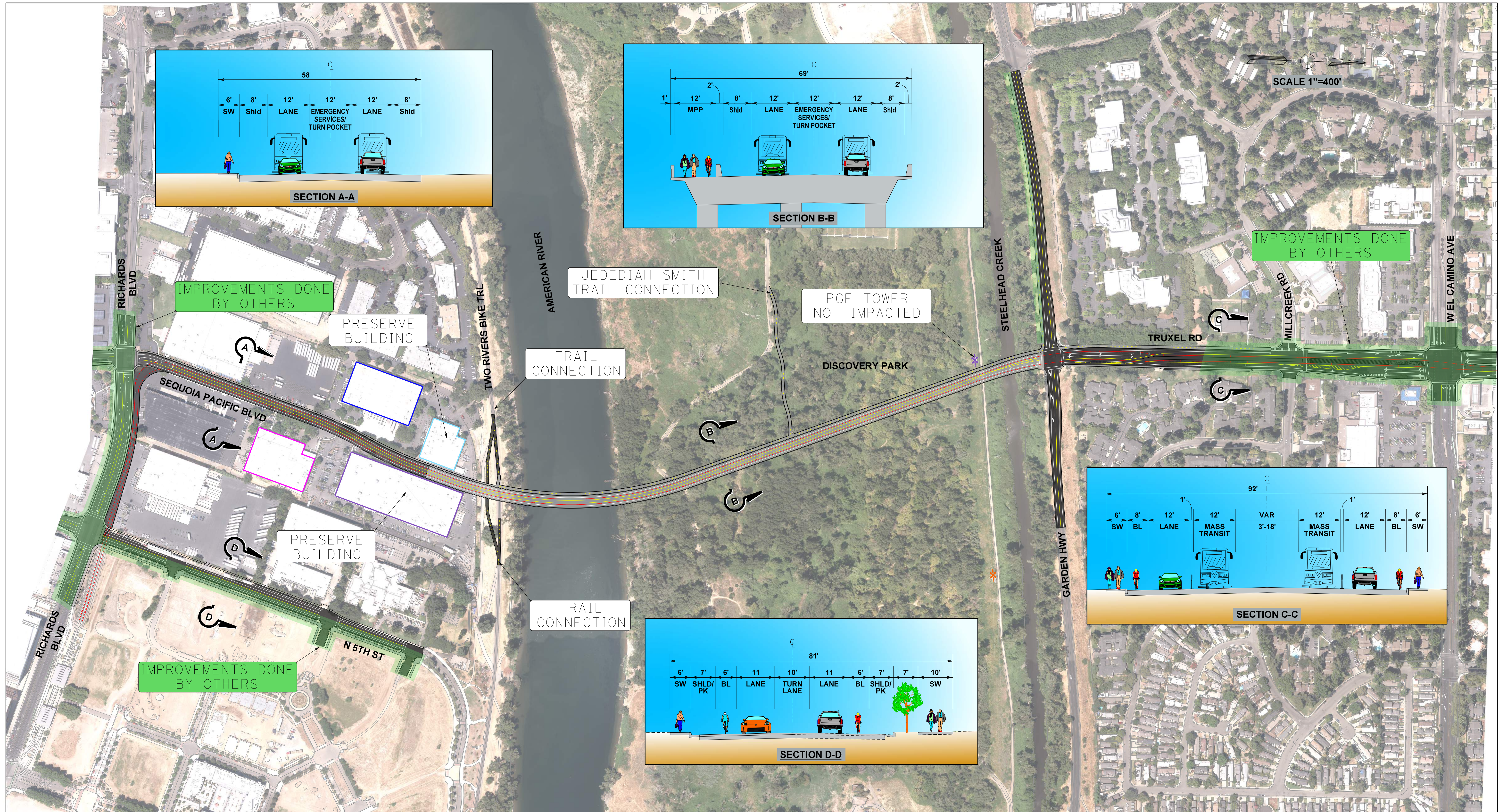


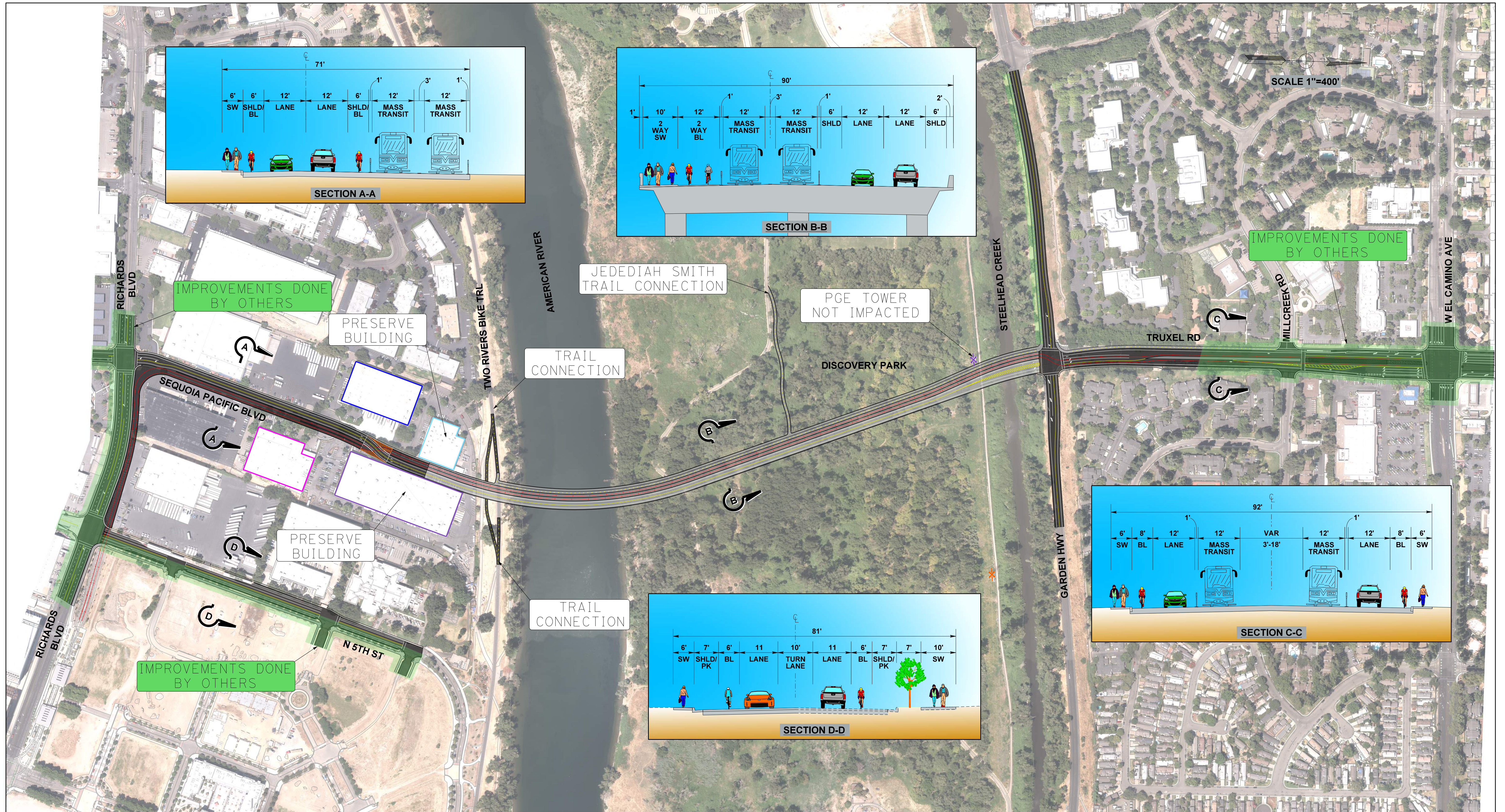
ALT 3
SEQUOIA PACIFIC BLVD



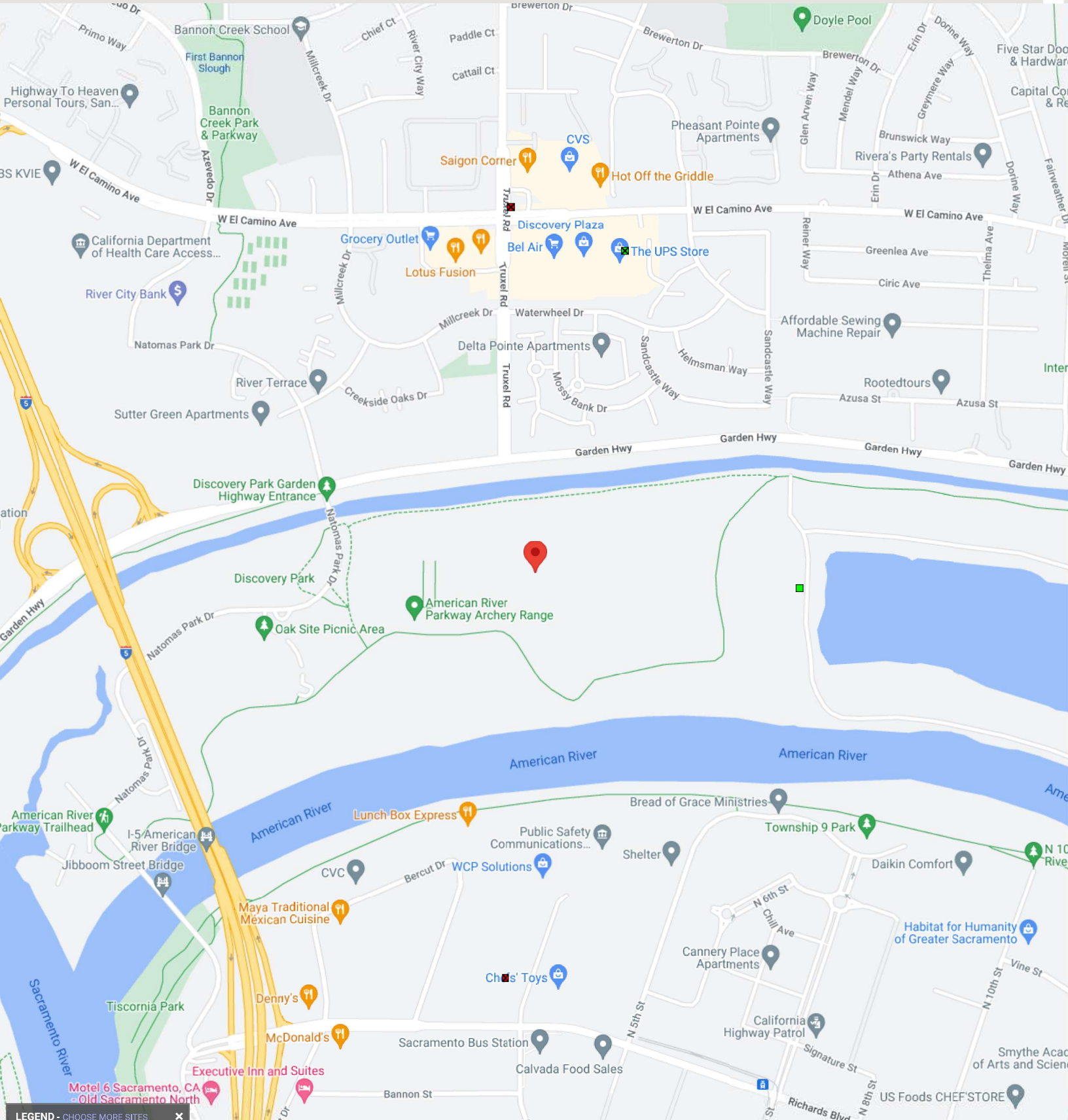
N 5TH ST







Attachment 3
Geotracker and
Envirostor Printout



LEGEND - [CHOOSE MORE SITES](#)

LUST Cleanup Sites - [REMOVE](#)

Cleanup Program Sites - [REMOVE](#)

Military Cleanup Sites - [REMOVE](#)

Military Privatized Sites - [REMOVE](#)

Military UST Sites - [REMOVE](#)

☒ Signifies a Closed Site

ACTIVE MAP COVERAGES:

Military Bases - [REMOVE](#)

LIST SITES VISIBLE ON MAP

Enter an address

Map Address

Sites and Facilities

Cleanup Sites

- ☒ ☐ Federal Superfund
- ☒ ☐ State Response
- ☒ ☐ Voluntary Cleanup
- ☒ ☐ School Cleanup
- ☒ ☐ Evaluation
- ☒ ☐ School Investigation
- ☒ ☐ Military Evaluation
- ☒ ☐ Tiered Permit
- ☒ ☐ Corrective Action
- ☐ ☐ Field Points

STATUS

All Statuses

Permitted Sites

- ☒ ☐ Operating
- ☒ ☐ Post-Closure
- ☒ ☐ Non-Operating

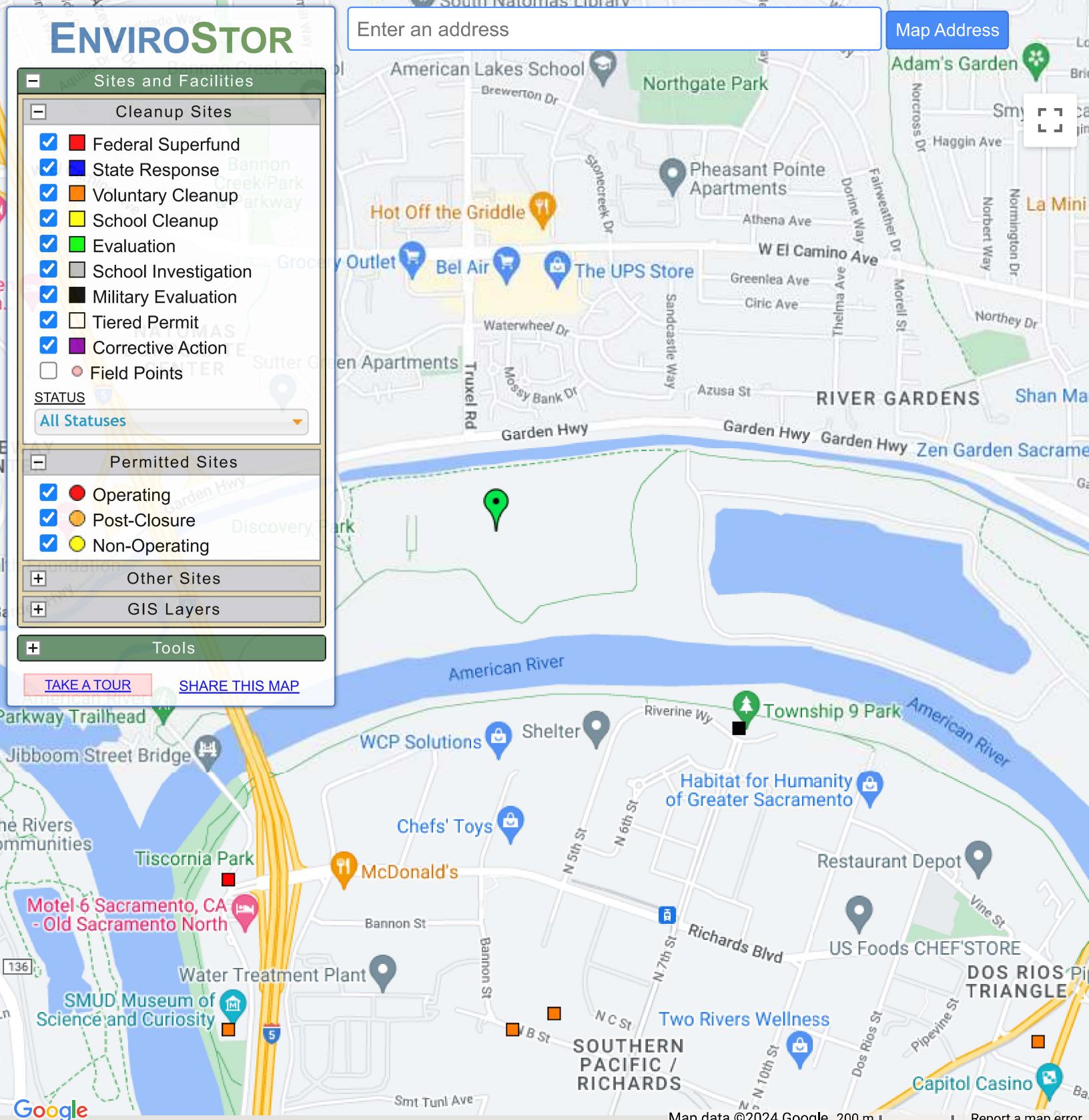
Other Sites

GIS Layers

Tools

TAKE A TOUR

SHARE THIS MAP



Map data ©2024 Google 200 m Report a map error

SITES CURRENTLY VISIBLE ON MAP

13 SITES LISTED

EXPORT THIS LIST TO EXCEL

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
A-1 PLATING COMPANY	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY	STATE RESPONSE	2170 ACOMA ST	SACRAMENTO
ELKHORN VILLAGE ELEMENTARY SCHOOL	ACTIVE	SCHOOL INVESTIGATION	750 CUMMINS WAY	WEST SACRAMENTO
JIBBOOM BUILDING	CERTIFIED / OPERATION & MAINTENANCE	VOLUNTARY CLEANUP	240 JIBBOOM STREET	SACRAMENTO
JIBBOOM JUNKYARD	CERTIFIED	FEDERAL SUPERFUND	240-260 JIBBOOM STREET	SACRAMENTO
NORTH B STREET PROPERTIES	ACTIVE	VOLUNTARY CLEANUP	458 / 464 / 468 NORTH B STREET	SACRAMENTO
SACRAMENTO SIGNAL DEPOT (J09CA0924)	NO FURTHER ACTION	MILITARY EVALUATION	NORTH 7TH STREET	SACRAMENTO
SIERRA BATTERY SALES	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY	STATE RESPONSE	977 LOCHBRAE ROAD	SACRAMENTO
THE RIVERS PHASE II PROPOSED SCHOOL	INACTIVE - WITHDRAWN	SCHOOL INVESTIGATION	LIGHTHOUSE AND FOUNTAIN DRIVES	WEST SACRAMENTO

Attachment 4
USFWS & NMFS
Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

07/01/2024 18:38:52 UTC

Project Code: 2024-0110948

Project Name: Truxel Road Bridge Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)).

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see [Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service \(fws.gov\)](#).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

PROJECT SUMMARY

Project Code: 2024-0110948
Project Name: Truxel Road Bridge Project
Project Type: Bridge - New Construction
Project Description: New bridge over the American River
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.6054371,-121.49645563176959,14z>



Counties: Sacramento County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered

REPTILES

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened
Western Spadefoot <i>Spea hammondi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

FISHES

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Longfin Smelt <i>Spirinchus thaleichthys</i> Population: San Francisco Bay-Delta DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9011	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

NAME	STATUS
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

CRUSTACEANS

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Dokken Engineering

Name: Jeffrey Harris

Address: 110 Blue Ravine Rd #200

City: Folsom

State: CA

Zip: 95630

Email: jharris@dokkenengineering.com

Phone: 9167651015

Quad Name **Sacramento East**

Quad Number **38121-E4**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat -

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat - **X**

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat - **X**

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH - **X**
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

**See list at left and consult the NMFS Long Beach office
562-980-4000**

MMPA Cetaceans -
MMPA Pinnipeds -

Thank you,



Jeff Harris

Biologist/Environmental Planner

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Attachment 5
Current Photos



Photo 1. View of buildings along Sequoia Pacific Boulevard, facing south (08/07/2023)



Photo 2. View of the American River within the project area, facing north (08/07/2023)



Photo 3. View of the Two Rivers Trail within the project area, facing west (08/07/2023)



Photo 4. View the American River (upstream) within the project area, facing northeast (08/07/2023)



Photo 5. View the American River (downstream) within the project area, facing northeast (08/07/2023)

Attachment 6
VIA Questionnaire

[Travel](#)[Work with Caltrans](#)[Programs](#)[Caltrans Near Me](#)[Search](#)[Home](#)[Programs](#)[Design](#)[Visual Impact Assessment](#)[VIA Questionnaire](#)

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the twelve questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the four groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., memo, standard, advanced).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

[The Standard Environmental Reference, Environmental Handbook, Volume I: Chapter 27-Visual & Aesthetics Review](#)

lists preparer qualifications for conducting the visual impact assessment process. Landscape Architects receive formal training in the area of visual resource management and can appropriately determine which VIA level is appropriate.

Preparer Qualifications:

"Scenic Resource Evaluations and VIA's are performed under the direction of licensed Landscape Architects. Landscape Architects receive formal training in the area of visual resource management with a curriculum that emphasizes environmental design, human factors, and context sensitive solutions. When recommending specific visual mitigation measures, Landscape Architects can appropriately weigh the benefits of these different measures and consider construction feasibility and maintainability."

Calculate VIA Level Score

Project Information

Project Name

Truxel Road Bridge Project

Project Identification

Enter Project EA / Identification #

Project Location (Dist-Co-Rte-PM)

3-Sacramento

Preparer Name and CA LA License Number

Enter Preparer Name and CA LA License No

Caltrans District Landscape Architect (DLA)

For projects on State Highway System Only, Name of Caltrans District Landscape Architect (DLA) providing VIA Questionnaire Score Concurrence - if different than above.

For Projects on State Highway System Only, Enter DLA Name

Visual Features of Project and its Alternative(s)

Enter Visual Features of Project

Additional Visual Context Remarks

Enter Additional Visual Context

Regulatory Framework

Potential Agencies that may have to be Involved

☒ **Federal** ☒ **State** ☒ **Local** ☒ **Tribal** ☐ **Other**

Visual Change and Sensitivity

Landscape Observations

☒ **Water** ☐ **Visually dominant landforms** ☒ **Natural vegetation**
☐ **Visually Appealing Structures** ☐ **Other features of interest**

Impact of Project on Natural, Cultural, and Existing Project Environments

☐ **Highly compatible** ☒ **Moderately compatible** ☐ **Not compatible** ☐ **Other**

Landscape Context and Development Patterns

☒ **Natural/Undeveloped** ☐ **Rural** ☐ **Suburban** ☐ **Urban**

Scenic, Visual and Historic Resource(s) within the Area of Visual Effect

- ☐ Officially designated State Scenic Highway ☐ Eligible Scenic Highway ☒ Visual resources
- ☒ Federally (or otherwise) designated historic, scenic resource

Expected Agency Involvement

Expected Agency Involvement

Expected Public Feedback

- ☒ Scenic resources identified as important ☐ Not important ☐ No public feedback

Change to Visual Environment

Does the project's aesthetic approach appear to be consistent with **1. applicable laws, ordinances, regulations, policies, or standards?**

Although the State is not required to comply with regional and local planning ordinances and other regulations, these documents are critical in understanding the importance that communities place on visual resources. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department.

High Consistency (2 point) ▼

Will permits be required by outside regulatory agencies (i.e., federal, **2. state, or local)?**

Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.

Yes, both federal and state, or multiple permits required (4 points) ▼

Will the project character be compatible with the visual character of the **3. existing landscape?**

Consider the types of adverse changes to the scenic integrity of the landscape caused by the project. Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community?

No Compatibility (4 points) ▼

Will the project contrast adversely with the memorability (vividness), **4. natural harmony and/or cultural order (unity) of the existing landscape?**

Evaluate the scale and extent of the project features compared to the scale of the visual elements within the surroundings. Is the project likely to change the appearance in a way that is contrasting with the line, color, form, and texture of the existing landscape visual character?

High Adverse Contrast (4 points) ▼

- Will the project, when viewed together with other past or foreseeable projects, result in a cumulative adverse change in the visual quality or character of the existing landscape?**
- 5.

Identify any projects in the area (both Caltrans' and others') that have been recently constructed and/or are reasonably foreseeable and/or currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's awareness of cumulative change.

Project will not result in cumulative impacts (1 point) ▼

- Will the project produce a new source of substantial light or glare, which will adversely affect daytime or nighttime views within the area?**
- 6.

Identify new sources of lighting and glare and how day- and nighttime visual conditions may change.

Low potential for adverse effects (2 point) ▼

- What is the potential that the project proposal will be controversial within the community?**
- 7.

Assess the level of public concern by talking with local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.

High Potential that project will be controversial (4 points) ▼

- How sensitive are potential viewer groups likely to be regarding visible changes proposed by the project?**
- 8.

Consider among other factors who the viewer groups represent, the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community stakeholders familiar with the affected community's sentiments and demonstrated concerns..

High Sensitivity (4 points) ▼

- What level of local concern is there for the types of specific project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?**
- 9.

Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.

High Level of Concern (4 points) ▼

- Are there federally, state, locally designated scenic or historic resources, or other visual resources within the project area of visual effect (i.e., viewshed)?**
- 10.

For example: protected viewsheds, visually sensitive public use areas, national historic/scenic trails, historic sites or structures, scenic designated viewpoints, wild and scenic rivers, state scenic highways or federal scenic byways, or potential visual resources such as stands of trees, rock outcroppings, etc.

Multiple designated scenic resources (4 points) ▼

Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable environmental commitments.

Moderate Benefit (3 points) ▼

Will the project likely require design changes to reduce the extent of visual resource impacts?

Consider design changes and enhancements such as realignment, additional alignment alternatives, vertical profile adjustments, extensive landscaping, architectural treatment, color and texture treatments and/or lighting of aboveground structures.

Some redesign or minimization measures (3 points) ▼

Assumptions/Issues

Assumptions/Issues

Calculate Total

[It is recommended that you print a copy of these calculations for the project file.](#)

Project Score: 39

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the 12 questions that would justify elevating the VIA level, also consider any other project factors that would influence level selection.

Score 12-18 VIA Questionnaire

No visual resource related regulatory requirements. No or negligible visual changes to the environment are proposed. None or minimal public concern has been identified. This Questionnaire with rationale for selected responses to questions in the available spaces after each question along with a statement of no visual resource impact is appropriate and provides a sufficient rationale why a technical study is not required.

Score 19-28 VIA Memorandum

Very limited visual resource related regulatory requirements. Minor visual changes to the environment are proposed. Minor public concern from the public may be expected. A VIA Memorandum is appropriate in this case. The VIA Memorandum should briefly describe project features, impacts and any environmental commitment measures. Visual simulations are not necessary. Go to the Directions for using and accessing VIA Memorandum Annotated Outline ([website link](#)).

Score 29-38 Standard VIA Report

Several visual resource related regulatory requirements. Moderately noticeable visual changes to the environment are proposed. Moderate public concern may be expected. A fully developed Standard VIA Report is appropriate. The report should describe in detail the project's visual attributes, its visual impact and potential environmental commitment measures. Visual simulations are recommended. This report will likely receive public review. Go to the Directions for using and accessing the Standard VIA Annotated Outline ([website link](#)).

Score 39-48 Advanced VIA Report

Extensive visual resource related regulatory requirements and clearly noticeable changes to the environment are proposed. Moderate to high public concern may be expected. A fully developed Advanced VIA Report is appropriate. The report should describe in detail and numerically score the project's visual change and sensitivity, its visual impact and any environmental commitments proposed. Visual simulations are required. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts. This technical study will receive close public review. Go to the Directions for using and accessing the Advanced VIA Annotated Outline ([website link coming soon](#)).

Statewide Campaigns

- ▶ [ADA Access](#)
- ▶ [Adopt-A-Highway](#)
- ▶ [Amber Alert](#)
- ▶ [Be Work Zone Alert](#)
- ▶ [CAL FIRE](#)
- ▶ [Cal OES: Power Outage and Fire Recovery Resources](#)
- ▶ [California Climate Investments](#)
- ▶ [California Connected](#)
- ▶ [California Transportation Plan 2050](#)
- ▶ [Clean California](#)
- ▶ [REAL ID](#)
- ▶ [Energy Upgrade](#)
- ▶ [Save Our Water](#)
- ▶ [Go Safely California](#)
- ▶ [Stormwater Education Campaign](#)

▶ [HeatReadyCA.com](#)

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Attachment 7
SACOG 2023 MTP/SCS Listing

Appendix A: Draft 2023 MTP/SCS Transportation Project List

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2044. Under the financial constraint requirements for forecasting revenues, the construction phase is not included in the Draft Plan. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and reviewing consistency with plan requirements.

Status (Planned, Programmed or Project Development Only)				Budget Category		Title		Description		Total Project Cost (2018 dollars)	Year of Expenditure Cost for planned projects		Completion Timing
ID	County		Lead Agency										
SAC25270	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation		White Rock Road - Sunrise Blvd to Fitzgerald Rd		On White Rock Road, from Sunrise Blvd to Fitzgerald Road: Install a new traffic signal at Gold Valley Dr, center medians, bike lanes, striping and road rehabilitation. (Environmental completed for this project in SAC24470.)		2,442,500	-		By 2030
SAC24828	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation		Zinfandel Complex Improvements - Phase2		Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections.		45,968,000	47,117,200		By 2044
SAC25177	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation		Zinfandel Drive Bicycle and Pedestrian Crossing		In Rancho Cordova, from White Rock Road to Folsom Boulevard (crossing the interchange at US 50): Create a Class 1 path. . Toll Credits for ENG In Sacramento, at N St over I-5: construct a new bridge with one travel lane in each direction, Class II bike lanes, and sidewalks (T15998100). Phase 1 constructed under SAC24705.		27,320,000	-		By 2030
SAC2530	SAC	Planned	City of Sacramento	A- Bike & Ped		Bridging I-5/Riverfront Reconnection Phase 3				42,432,709	-		By 2030
SAC24610	SAC	Programmed	City of Sacramento	B- Road & Highway Capacity		14th Ave. Extension Phase 1		Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)		11,855,000	-		By 2030
SAC23630	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		65th St.		Widen: 5 lanes from Hwy. 50 to Broadway.		8,000,000	11,586,385		By 2035
SAC25051	SAC	Programmed	City of Sacramento	B- Road & Highway Capacity		Broadway Complete Street Phase I		Phase I: In Sacramento, Broadway from 3rd St to 16th St, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X St. to Hwy 99 South. PA&ED will be completed for the entire 2-mile corridor, from 29th St. to 3rd St.		4,414,000	-		By 2030
SAC18570	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		East Commerce Way B		In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.		3,329,000	5,454,954		By 2044
SAC18580	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		East Commerce Way C		Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.		4,000,000	5,938,022		By 2044
SAC18740	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		El Centro Rd.		New Overcrossing: El Centro Rd. overcrossing.		11,000,000	16,329,562		By 2044
SAC23680	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Elder Creek Rd.		Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.		7,000,000	8,320,800		By 2030
SAC18510	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Elkhorn Boulevard		In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes.		14,000,000	20,783,079		By 2044
SAC23810	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Highway 99 Meister Way Overcrossing		New Overcrossing: Meister Wy. / Hwy. 99.		8,000,000	9,051,266		By 2030
SAC18670	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		I-5 / Highway 99		On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.		216,000	256,756		By 2030
SAC18650	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		I-80 at West El Camino Interchange		Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.		30,000,000	43,448,945		By 2035
SAC24539	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Lower American River Crossing		New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.		150,000,000	217,244,725		By 2035
SAC24536	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Main Ave. A		Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.		3,000,000	4,453,517		By 2044
SAC25247	Sac	Planned	City of Sacramento	B- Road & Highway Capacity		Panhandle Roadways		Transportation improvements to implement Panhandle annexation and development		10,000,000	14,845,056		By 2044
SAC16070	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Power Inn Rd.		Widen: 6 lanes from Fruitridge Rd. to 14th.		30,000,000	44,535,169		By 2044
SAC24537	SAC	Planned	City of Sacramento	B- Road & Highway Capacity		Railyards Streets		Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan		165,000,000	208,653,781		By 2030