

3.0 PROJECT DESCRIPTION

The North Fork American River Trail is a multiple-use trail proposed by the Placer County (County) Department of Facility Services for construction within the Auburn State Recreation Area (SRA). The County has the principal responsibility for approving and carrying out the proposed project and is the primary source and recipient of funding for the proposed project. This chapter provides information on the project location; project background and history; objectives of the project; trail-specific parameters such as the proposed trail alignment and features, construction techniques, interpretive and signage elements of the trail, staging termini and public access, and trail maintenance; and permitting requirements. Alternatives to the proposed project are presented in Chapter 16.0, “Other CEQA-Required Sections.”

3.1 PROJECT LOCATION

The project area is located on the southern slope of the North Fork American River canyon in the Sierra Nevada foothills of Placer County, approximately 40 miles northeast of Sacramento (Exhibit 3-1). The termini of the proposed trail are logically placed at or near existing roads, so the proposed project would be a stand alone trail. The beginning of the proposed trail alignment is located near the confluence of the North and Middle Forks of the American River, approximately 3 miles northeast of the City of Auburn near Foresthill Road. The trail ends at the Ponderosa Bridge, approximately 14.2 miles upstream and 5 miles west of the town of Foresthill and southeast of Weimar. Interstate 80 is located approximately 1.5 miles northwest of the proposed trail alignment and Foresthill Road is generally to the south. The proposed trail alignment is located at elevations of 800–1,200 feet above mean sea level (msl).

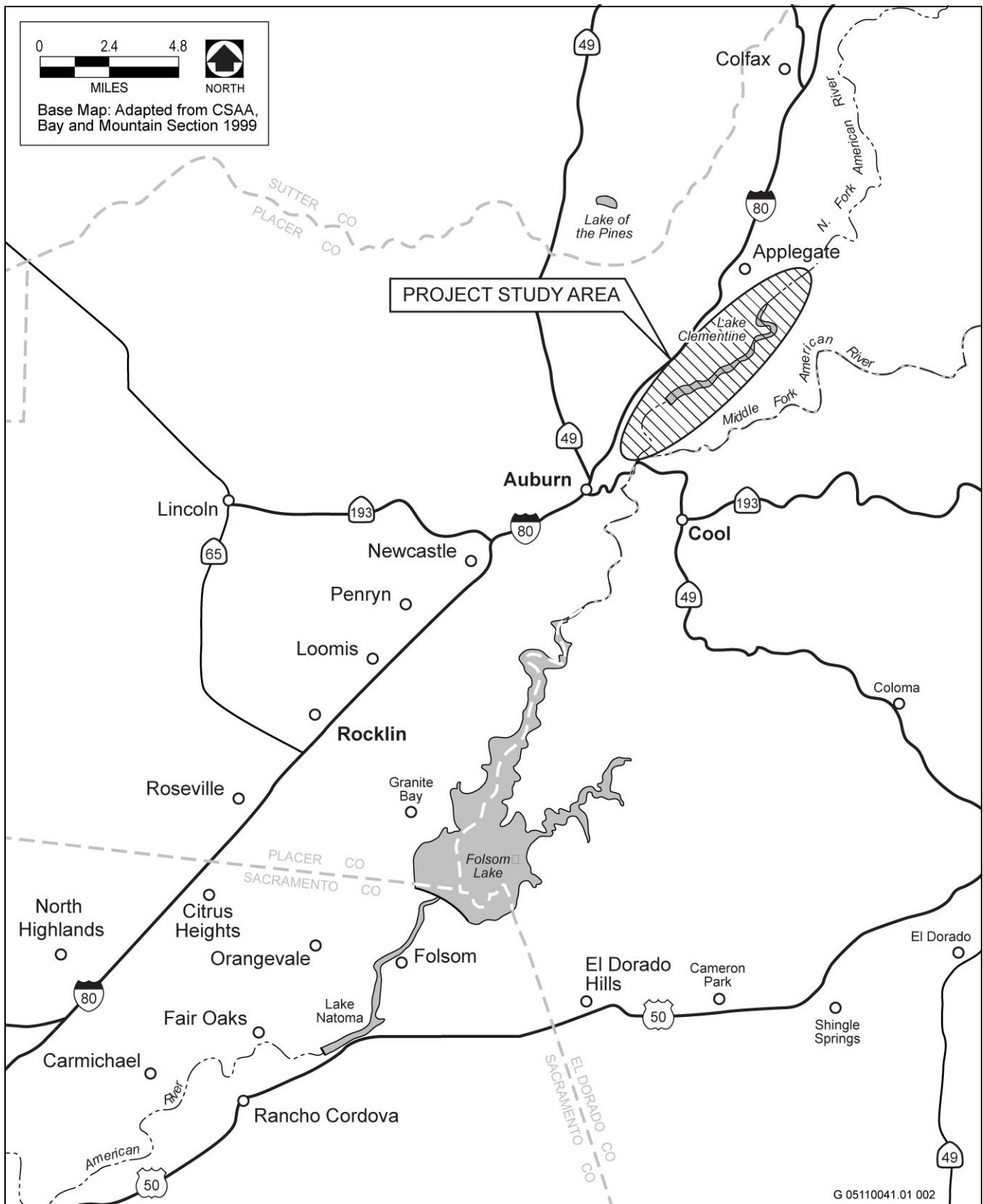
3.2 STUDY AREA CHARACTERISTICS

The proposed trail traverses the open space of the Auburn SRA, which is managed by the California Department of Parks and Recreation (State Parks) as part of the State Park system under a contract with the property owner, the U.S. Bureau of Reclamation (Reclamation). The Auburn SRA stretches from Auburn to Colfax along the North Fork of the American River and from Auburn to Georgetown along the Middle Fork of the American River and is made up of the lands originally set aside for Reclamation’s Auburn Dam project lands. This natural area offers a variety of recreational activities; among the most popular are hiking, mountain biking, and horseback riding. Other activities occurring within the Auburn SRA are whitewater rafting, endurance racing, hunting, kayaking, boating, swimming, fishing, camping, gold panning, and off-highway motorcycle riding (within specified boundaries).

3.3 PROJECT OBJECTIVES

Objectives represent the overarching goals and purpose of a proposed project, and are typically used as a screening tool in evaluating project alternatives. The County, with input from a Trail Advisory Group (TAG) composed of local citizens and stakeholders such as equestrians, hikers, mountain bikers, and environmental organizations, has developed the following objectives for the proposed North Fork American River Trail project.

- ▶ Provide access to the North Fork American River canyon within the Auburn SRA to a wide variety of users.
- ▶ Route the trail to discourage informal connections to the lake/river.
- ▶ Allow multiple nonmotorized uses along the trail.
- ▶ Reduce visibility of trail from river/lake.
- ▶ Minimize environmental impacts of trail construction, including the avoidance of sensitive areas.
- ▶ Promote safe grades and safe alignments.
- ▶ Connect to staging termini (Foresthill Road and Ponderosa Way).
- ▶ Provide connections to existing trails.
- ▶ Ensure emergency access to trail.



Source: EDAW 2006

Vicinity Map

Exhibit 3-1

- ▶ Minimize conflicts with private property.
- ▶ Design an alignment to minimize conflicts with trail users.

3.4 DESCRIPTION OF PROPOSED PROJECT

The proposed project is a multiple-use trail within the Auburn SRA that would begin at the confluence of the North and Middle Forks of the American River and end at the Ponderosa Bridge, approximately 14.2 miles upstream. The proposed trail alignment is based generally on objectives determined by the TAG, flagged in the field, and shown in the proposed *North Fork American River Trail, Trail Plan* (Trail Plan) (Placer County 2003a), which was prepared by North Fork Associates on behalf of the County, in conjunction with State Parks. The information presented below summarizes the physical features of the proposed project.

3.4.1 PROPOSED TRAIL ALIGNMENT

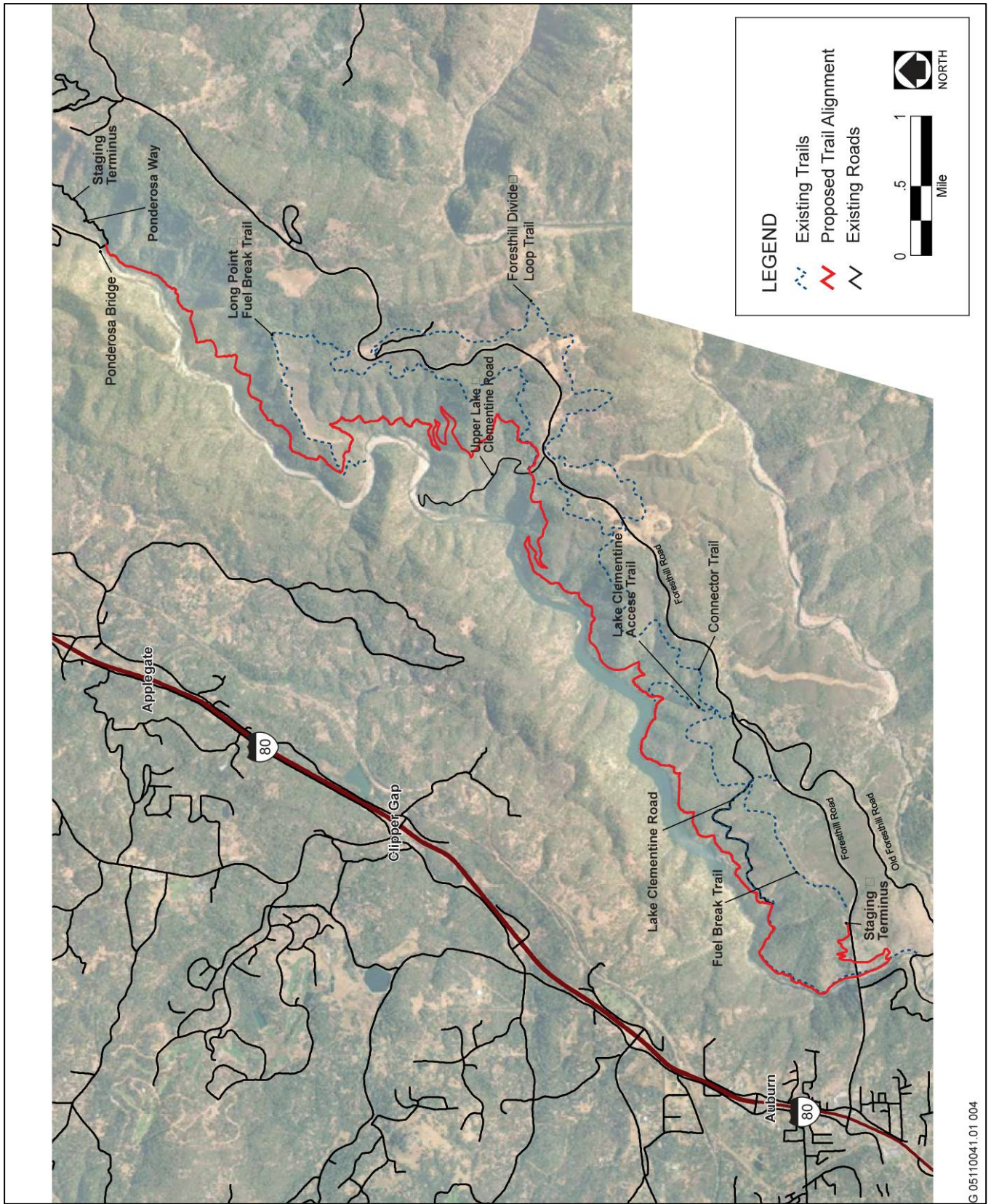
The proposed North Fork American River Trail has been divided into five trail segments as follows, from east (upstream) to west (downstream) (Placer County 2003a):

- ▶ Segment 1: Ponderosa Bridge to the Long Point Fuel Break Trail (approximately 3.1 miles)
- ▶ Segment 2: Long Point Fuel Break Trail to Upper Lake Clementine Road (approximately 3.2 miles)
- ▶ Segment 3: Upper Lake Clementine Road to the Lake Clementine Access Trail (approximately 3.8 miles)
- ▶ Segment 4: Lake Clementine Access Trail to Lake Clementine Road (approximately 2.3 miles)
- ▶ Segment 5: Lake Clementine Road to the North Fork/Middle Fork American River confluence (confluence) (approximately 1.8 miles)¹

The approximate alignment of the proposed trail is shown in red in Exhibit 3-2. The proposed trail alignment was developed as part of the proposed Trail Plan, in which the TAG used a set of evaluation criteria to site the trail; these criteria closely follow many of the project objectives listed above. The TAG reached consensus on routing the trail on the south side of the canyon and approved the proposed trail route. The south side of the canyon was chosen based on several challenges on the north side of the canyon, such as sparser vegetation that would make the trail more visible, private property, and lack of connections to existing trails. See Chapter 16.0, “Other CEQA Sections,” for more details. The proposed trail alignment would provide sufficient physical separation from the river to deter users from forging their own trails down to the river. To the extent possible, the proposed trail alignment would follow the contours of the canyon to minimize grades, discourage erosion from water velocity on steep profiles, and protect natural resources.

The County used standard procedures (Parker 2004) for design and construction of the proposed trail. County trail planners delineated the proposed trail alignment by walking and scouting the entire length of the project area for the most suitable route. During these initial field surveys, the trail was staked along an alignment that avoids profile grades greater than 10%, large rock outcrops, trees larger than 6 inches in diameter at breast height (dbh), and potential cultural resource sites. The proposed trail alignment was also delineated based on recommendations in the geotechnical report written by Blackburn Consulting (2007) for the proposed project (Appendix B), and it was designed to avoid high-erosion areas. Wherever feasible, the trail surface has a grade of less than 10%, and it mostly passes on the high side of trees to reduce construction-related damage to root structure. Minor adjustments may be made to the final proposed trail alignment to avoid sensitive resources, make use of natural features, and incorporate grade reversals.

¹ This segment is already constructed.



Source: North Fork Associates 2003, Placer County 2006

Proposed Trail Alignment (Approximate)

Exhibit 3-2

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Segments 1–4 of the proposed trail represent new trail construction that would supplement existing trails in the Auburn SRA. Segment 5 of the proposed trail alignment, between Lake Clementine Road and the confluence, consists of the existing Lake Clementine Trail, an abandoned construction access road that also provides emergency access. An approximately 1,500-foot unimproved section of this trail segment may be widened to 10 feet to allow emergency vehicles enhanced access to the popular portion of the river between Lake Clementine Road and the confluence of the North and Middle Forks of the American River.

3.4.2 TRAIL CONSTRUCTION TECHNIQUES

Both hand and mechanical construction techniques would be used to build the proposed trail. One or more crews from the California Conservation Corps, inmate crews, licensed contractors, volunteers, and/or County staff would be used to construct the trail and to build ancillary features such as retaining walls, creek fords, staging termini, and bridges.

Vegetation clearing along the trail corridor before construction would be performed by hand. Vegetation removal would be minimized within the trail corridor to the extent possible; however, up to 15 feet may be cleared where needed to promote safe lines of sight. The trail corridor would be cleared of vegetation to a height of 10 feet to accommodate equestrian use. The proposed trail route would be excavated to minimize the removal of native trees greater than 6 inches dbh. During trail clearing, limbs would be cut flush with the tree trunk. All cut vegetation would be chipped and broadcast, or lopped and scattered, within the project area.

The tread width of the proposed trail alignment (i.e., the actual surface on which trail users actively place feet, hooves, wheels, etc.) would generally be 6 feet, but may vary as needed based on geologic and safety considerations. Full-bench construction techniques would be used, meaning that soil generated by excavation would not be considered part of the tread width. The trail tread would be excavated using a Sweco trail dozer, mini excavator, hand construction, and/or other machinery capable of conforming to the dimensional requirements of the trail. Dips and undulations in the design would follow the natural drainage patterns to facilitate effective surface flow of water off the trail tread.

Because of the steep side slopes and the need to support equestrian traffic, the entire trail would be cut out of the hillside. The trail would have several “outslopes” that would vary depending on the grade of the trail and soil conditions. Outsloping is the grading of a trail so that the outside edge is lower than the inside, which allows water to drain off the trail instead of flowing down the trail, which can cause erosion. As a general rule, more outslope is required with increasing grade.

3.4.3 STREAM CROSSINGS AND DRAINAGE FEATURES

The proposed trail would cross approximately 47 ephemeral streams. Generally, new bridges and other structures would be avoided because of their high construction and maintenance costs; natural stream crossings or fords would be implemented wherever possible. However, five of the stream crossings would require the construction of bridges because of the size of the streams in these locations. Important factors in bridge construction are the seasonal water levels in the drainage and the bank configuration of the stream.

Bridges would be constructed of timber, fiberglass, steel, composite material, or a combination of those materials. Abutments would be constructed of concrete or timber. Handrails would be 52 inches high and decks would be approximately 60 inches wide.

Rock-lined stream crossings would be used on the remaining creeks. Rocks would be placed in the streambed to armor the stream banks and to provide a reasonably level surface. The trail would descend to and ascend from the streambed. At the creek fords, the approaching trail grade must be higher than the stream grade to prevent water from escaping the streambed and flowing down the trail. All rocks used for stream crossings would be gathered on-site.

Drain dips would be used throughout the alignment to reduce water volume traversing the trail tread when the volume of surface water runoff exceeds the amount of runoff that a normal outslope design can accommodate. Drain dips are exaggerated outsoles that terminate in a shallow trough. Features such as natural contours, side slopes, and trail grades would be studied closely to determine where the largest volume of water can be intercepted and diverted from the trail. Soil types, vegetative cover, and downstream slopes would be considered when selecting the drain point or trough outflow location. When feasible, drain dips would be located where natural swales or drainages bisect the trail.

3.4.4 BEST MANAGEMENT PRACTICES FOR EROSION AND SILTATION PREVENTION

To minimize the effects of trail construction as it relates to soil transportation and erosion, a storm water pollution prevention plan (SWPPP) is being prepared in accordance with Central Valley Regional Water Quality Control Board (RWQCB) procedures. A SWPPP provides the plans and specifications for best management practices intended to prevent and control erosion and siltation to the extent feasible. SWPPPs are described in Chapter 11.0, “Soils, Geology, and Seismicity,” and Chapter 12.0, “Hydrology and Water Quality.”

3.4.5 SUPERVISION/QUALITY CONTROL

A trail coordinator/technical supervisor overseeing the proposed project would flag the final trail route within the proposed trail corridor. Following approval, crews would attend orientation/training sessions to safely construct the trail using Trail Plan Standards (Placer County 2003a). The on-site trail coordinator would ensure that the trail standards are followed and would provide a source for technical advice on the construction of retaining systems, stream fords, and bridges.

3.4.6 INTERPRETIVE PROGRAM

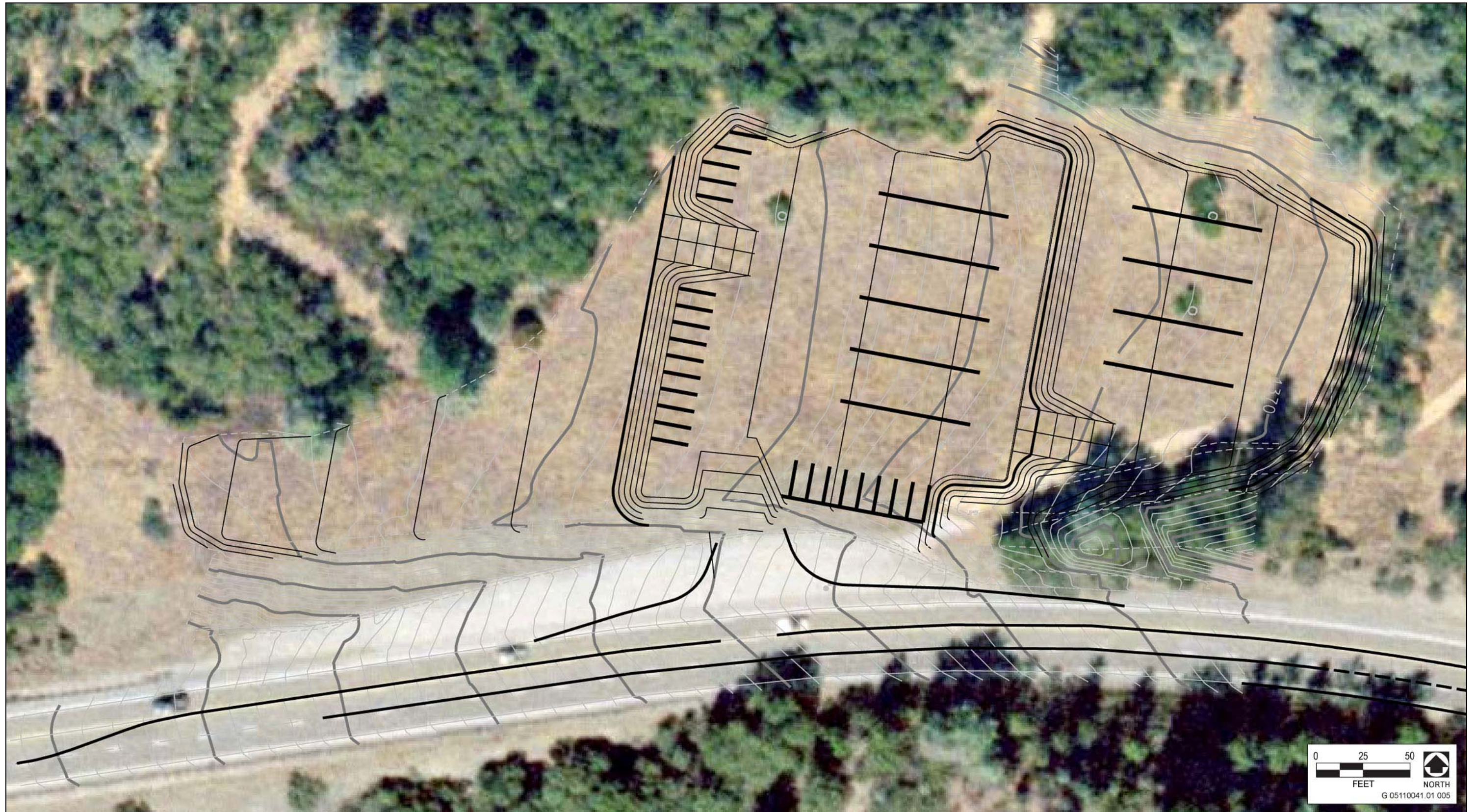
The proposed trail includes an interpretive program. As part of this program, self-guided informational signage would be provided to inform area visitors of natural, cultural, and physical features encountered along the proposed trail alignment. Although trail use alone lends itself to an active recreation experience, this can be enhanced with the education of trail users on the more subtle features of the canyon environment. The County would consult with State Parks and Reclamation regarding the content and design of interpretive materials and facilities.

3.4.7 SIGNS, FENCES, AND GATES

The trail is designed to be barrier free, but a deterrent to motorized vehicles is required. This would be addressed by the installation of walk-throughs or stiles at trail entrances and intersections with roads. As described below, a 6-foot cyclone fence is proposed at the Foresthill Bridge Staging Terminus to corral any runaway horses and prevent them from running into traffic.

3.4.8 STAGING TERMINI AND PUBLIC ACCESS

Staging termini would be constructed at each end of the proposed trail alignment. An equestrian staging terminus would be constructed near the confluence approximately 200 yards east of the Foresthill Bridge. The entrance to the new equestrian staging terminus along Foresthill Road would conform to the design standards of the County. The Foresthill Bridge Staging Terminus would consist of a series of pads. The lowest pad would be used as an area to tie up horses and locate restrooms. The upper pads would be used for parking and unloading. Parking stalls would be approximately 28 feet by 70 feet (Exhibit 3-3). The equestrian staging terminus would be enclosed with a 6-foot cyclone fence, and a new gate would be installed. State Park Trail Standards require either a gravel or dirt surface for equestrian facilities. An informational kiosk would be installed at the Foresthill Bridge Staging Terminus to provide information about the trail, such as trail etiquette, safety, and educational information.



Source: CH2MHill 2006

Proposed Foresthill Bridge Staging Terminus

Exhibit 3-3

Kiosk design and posted information would be reviewed and approved by State Parks. Hitching posts and a portable or CXT vault toilet restroom with two stalls would also be installed at this location; however, no source of running or potable water would be provided.

At the east end of the proposed trail alignment, an additional multiple-use staging terminus would be constructed on Ponderosa Way, approximately 400 yards east of the Ponderosa Bridge on the south side of the canyon. The area would be constructed by cut and fill of a road bank and a ledge below the roadway. Some trees and vegetation would be removed before grading. After final grading, the staging terminus would be approximately 150 feet long and 100 feet wide. A surface of three-quarter-inch road base would be spread on the surface. An informational kiosk that would provide information on the trail would be installed. A portable restroom would continue to be provided at this location; however, no source of running or potable water would be provided (Exhibit 3-4).

In addition to the two formal staging termini, there are additional areas along Foresthill Road that could provide access to the proposed trail. One alternative access point is a parking area on Lake Clementine Road, near the intersection of Foresthill Road. A second access point is from the paved parking lot at the entrance to Upper Lake Clementine. Upper Lake Clementine Road would be open only when allowed by State Parks' operational policies.

3.4.9 TRAIL LINKAGE AND EMERGENCY ACCESS

There are four multiple-use trails within the Auburn SRA that would link to the proposed trail: the Fuel Break Trail, the Clementine Loop Trail, the Lake Clementine Access Trail, Foresthill Divide Loop, and the Long Point Fuel Break Trail. Although the Long Point Fuel Break Trail is designated a multiple-use trail, because of its alignment crossing private property, it is essentially a hiking trail. No changes to the nearby trail designations are proposed as part of the proposed project. In addition, three existing roads could provide emergency access to the proposed trail: Old Foresthill Road at the confluence, Lake Clementine Road, and Upper Lake Clementine Road. The trail section below the Foresthill Bridge leading to Clark's Hole may be widened, as a separate project, to 10 feet to accommodate access by emergency vehicles.

3.4.10 CONSTRUCTION SCHEDULE

The trail segments described in Section 3.4.1, "Proposed Trail Alignment," were originally designed to facilitate construction and funding. They would be constructed in accordance with environmental constraints as described below.

Construction of all trail segments would require approximately 3 years, assuming a 12-person crew that works 7-hour days (Wells, pers. comm., 2004). Multiple crews could be used to reduce the estimated time to completion.

Because of the climate of the project area, several tasks would need to be scheduled with consideration of the weather. Construction on stream crossings (rock armored fords) would be avoided if water is present in the stream channel. Vegetation clearing would be scheduled in the nonbreeding season for raptors (September to March) or outside nesting areas documented by preconstruction surveys conducted by a qualified biologist. Bridges would be built during dry periods of the year. An approximately 6-month rest period after trail construction is desirable so that soil and materials can settle and compact before the trail opens to the public.

3.4.11 LONG-TERM TRAIL MAINTENANCE AND MANAGEMENT

The proposed trail would be designed to be as low-maintenance as possible, and should not require annual maintenance during the first 3 years of use. The County would be responsible for long-term maintenance of the proposed trail and staging termini. State Parks would manage the trail in accordance with the existing *Auburn State Recreation Area Interim Resources Management Plan* (Auburn SRA IRMP) and the future Auburn SRA General Plan (GP)/IRMP.

Maintenance activities including brushing, vegetation control, and removal of slough would be performed by County staff or volunteers, and maintenance would occur annually or as needed. Localized, hand-sprayed herbicide or mechanical or manual vegetation removal would be required along the trail tread for the first year to prevent vegetation from overgrowing the tread. Additional maintenance may be required as a result of weather-related events (e.g., removal of downed trees and slide removal), routine wear from equestrians and mountain bikers, and unauthorized activities such as vandalism. Depending on the bridge materials used (i.e., wood, steel, or fiberglass) the bridges would require routine maintenance about every 8–10 years (Wells, pers. comm., 2006). State Parks currently employs four rangers who patrol the Auburn SRA. The project area would be included in the area patrolled by these State Park rangers (Galloway, pers. comm., 2006).

3.5 INTENDED USES OF THIS EIR

An environmental impact report (EIR) analyzes the environmental effects of a project, indicates ways to reduce or avoid potential environmental effects resulting from the project (i.e., mitigation measures), and identifies alternatives to the project that are also capable of avoiding or reducing project-related impacts. An EIR must also disclose significant environmental effects that cannot be avoided, growth-inducing effects, significant cumulative impacts, and effects found not to be significant. The purpose of an EIR is not to recommend approval or denial of the project, but to provide information to aid the public and decision makers/permitting agencies in the decision-making process.

3.5.1 REQUIRED PERMITS AND APPROVALS

Permits and approvals are required from the following federal, state, and local agencies for the construction of the proposed trail:

- ▶ U.S. Army Corps of Engineers (USACE)
- ▶ Central Valley Regional Water Quality Control Board (Central Valley RWQCB)
- ▶ California Department of Fish and Game (DFG)
- ▶ U.S. Bureau of Reclamation (Reclamation) right-of-entry permit
- ▶ County Department of Public Works (Encroachment permit for entrance to Foresthill Road Staging Area)
- ▶ State Office of Historic Preservation

These permits and approvals are discussed below.

U.S. ARMY CORPS OF ENGINEERS

It is anticipated that fill would be placed in jurisdictional waters of the United States as part of the proposed project; therefore, a Section 404 permit from USACE is required. An application for a Section 404 permit was submitted to USACE on June 23, 2004. On November 17, 2004, Nationwide Permit 42 for Recreational Facilities was issued pursuant to this application. Nationwide Permit 42 serves as compliance with the federal Clean Water Act for dredge and/or fill activities related to the construction of the trail, specifically the stream crossings and bridge installations. The issuance of Nationwide Permit 42 covers the discharge of up to 0.5 acre or 300 linear feet of material into streams. Because the total amount of discharge would not exceed these limits, an Individual Permit from USACE is not required. After this permit was issued the trail was realigned, resulting in placement of fill in two new drainage crossings and avoiding placement of fill into four previously included drainage crossings. Therefore, an amendment to Nationwide Permit 42 will be requested.

U.S. FISH AND WILDLIFE SERVICE

If the proposed project has the potential to affect federally listed threatened or endangered species, Section 7 consultation is required under the federal Endangered Species Act. Section 7(a)(2) requires consultation with the U.S. Fish and Wildlife Service to ensure that the proposed project would not jeopardize the continued existence of any listed species. Based on the biological investigations and field surveys performed for this EIR, it is unlikely



Source: CH2MHill 2006

Proposed Ponderosa Way Staging Terminus

Exhibit 3-4

that this project would affect any federally listed species (see Chapter 5.0, “Biological Resources”). If a federally listed species is found in the project area, the County in conjunction with USACE would initiate Section 7 consultation and would proceed through the Section 7 process.

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

The proposed project may have the potential to degrade water quality of other waters of the United States as regulated by the Central Valley RWQCB. An application for Section 401 certification was submitted to the Central Valley RWQCB on August 25, 2004, and a Section 401 certification was issued on April 3, 2007. The Section 401 certification application may be resubmitted because of the changes in the trail alignment that resulted in a difference in drainage impacts (as described above). The following is a list of conditions of the certification issued on April 3, 2007:

- ▶ Placer County Department of Facility Services shall notify the Board in writing of the start of any in-water activities.
- ▶ Except for activities permitted by USACE under Section 404 of the Clean Water Act, soil, silt, or other organic materials shall not be placed where such materials could pass into surface water or surface water drainage courses.
- ▶ The discharge of petroleum products or other excavated materials to surface waters is prohibited.
- ▶ Activities shall not cause turbidity increases in surface waters to exceed:
 - a. where natural turbidity is between 0 and 5 Nephelometric Turbidity Units (NTUs), increases shall not exceed 1 NTU;
 - b. where natural turbidity is between 5 and 50 NTUs, increases shall not exceed 20 percent;
 - c. where natural turbidity is between 50 and 100 NTUs, increases shall not exceed 10 percent;
 - d. where natural turbidity is greater than 100 NTUs, increases shall not exceed 10 percent.

Except that these limits will be eased during in-water working periods to allow a turbidity increase of 15 NTU over background turbidity as measured in surface waters 300 feet downstream from the working area. In determining compliance with the above limits, appropriate averaging periods may be applied provided that beneficial uses will be fully protected.

- ▶ Activities shall not cause settleable matter to exceed 0.1 milliliters/liter in surface waters as measured in surface waters 300 feet downstream from the project.
- ▶ Activities shall not cause visible oil, grease, or foam in the work area or downstream.
- ▶ All areas disturbed by project activities shall be protected from washout or erosion.
- ▶ In the event that project activities result in the deposition of soil materials or creation of a visible plume in surface waters, monitoring shall be conducted immediately upstream and 300 feet downstream of the work site and the results reported to the Board within two weeks.
- ▶ Placer County Department of Facility Services shall notify the Board immediately if the above criteria for turbidity, settleable matter, oil/grease, or foam are exceeded.

- ▶ Placer County Department of Facility Services shall notify the Board immediately of any spill of petroleum products or other organic or earthen materials.
- ▶ Placer County Department of Facility Services complies with all Department of Fish and Game 1600 requirements for the project as required.
- ▶ Placer County Department of Facility Services must obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activities issued by the SWRCB.

CALIFORNIA DEPARTMENT OF FISH AND GAME

It is anticipated that the proposed project would affect streams and/or adjacent riparian habitat; therefore, a Streambed Alteration Agreement from DFG is required pursuant to Section 1602 of the Fish and Game Code. An application for a Section 1602 Streambed Alteration Agreement was submitted to DFG on September 29, 2004. A Streambed Alteration Agreement was issued by DFG on October 18, 2004, pursuant to this application. The Streambed Alteration Agreement application may be amended because of the changes in the trail alignment that resulted in a difference in drainage impacts (as described above). The following is a list of conditions of the October 18, 2004 permit:

- ▶ Work in the stream zone shall be conducted between June 1 and November 15 pursuant to the terms of this agreement.
- ▶ DFG shall be notified if conflicts exist between the provisions of the Streambed Alteration Agreement and those imposed by other regulatory agencies.
- ▶ A copy of the Streambed Alteration Agreement shall be given to the contractor(s) working within the stream zone of this project.
- ▶ DFG shall be notified within 2 working days of beginning work within the stream zone.
- ▶ When work in a flowing stream is unavoidable, the entire stream flow shall be diverted around or through the work area during the excavation and/or construction operations. Stream flow shall be diverted using gravity flow through culverts/pipes or pumped around the work site with the use of hoses. When any dam or other artificial obstruction is being constructed, maintained, or placed in operation, sufficient water shall at all times be allowed to pass downstream to maintain aquatic life.
- ▶ Precautions to minimize turbidity/siltation shall be taken into account during project planning and implementation.
- ▶ If DFG determines that turbidity/siltation levels resulting from project-related activities constitute a threat to aquatic life, activities associated with the turbidity/siltation shall be halted until effective DFG-approved control devices are installed.
- ▶ Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil, or other petroleum products, or any other substances that could be hazardous to aquatic life, resulting from project-related activities, shall be prevented from contaminating the soil and/or entering the waters of the state.
- ▶ During construction, the contractor shall not dump any litter or construction debris within the stream zone.
- ▶ All exposed/disturbed areas and access points within the stream zone left barren of vegetation as a result of the construction activities shall be restored to its natural state by seeding with a blend of native and nonnative erosion control grass seeds.

All conditions of the Streambed Alteration Agreement will be adhered to and DFG will be provided with a copy of the updated CEQA documentation.

If the proposed project has the potential to affect a state-listed, special-status species, consultation under the California Endangered Species Act would be required. For direct or indirect impacts on state-listed species, an Incidental Take Permit would be required under Section 2081 of the Fish and Game Code. If the state-listed species is also federally listed, a consistency determination would be required under Section 2080.1 of the Fish and Game Code. However, based on biological investigations and field surveys performed for this EIR, it is unlikely that the proposed project would affect any state-listed species (see Chapter 5.0, “Biological Resources”).

PLACER COUNTY DEPARTMENT OF PUBLIC WORKS

An encroachment permit from the County Department of Public Works would be required for the staging termini located adjacent to County roads (Foresthill Road).

STATE OFFICE OF HISTORIC PRESERVATION

CEQA and the State CEQA Guidelines contain provisions specifically addressing the protection of cultural resources. The Office of Historic Preservation (OHP), headed by the SHPO, is responsible for administration of federally mandated and state-mandated historic preservation programs in California. Federal agencies must initiate consultation with the SHPO as part of the NHPA Section 106 review process. The State Historical Resources Commission, also headed by the SHPO, determines the eligibility of historic and archaeological resources for listing on the NRHP and the California Register of Historic Resources (CRHR). The Native American Heritage Commission identifies and catalogs places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands, and performs other duties regarding the preservation and accessibility of sacred sites and burials and the disposition of Native American human remains and burial items. EDAW on behalf of Reclamation initiated the consultation process with appropriate Native American groups (see Section 6.3.1 “Native American Consultation”). Reclamation has initiated consultation with SHPO for the proposed project.

3.5.2 OTHER AGENCIES USING THE EIR AND CONSULTATION REQUIREMENTS

This EIR will be used by the County and CEQA responsible agencies to fulfill the requirements of CEQA. It will also be used as an informational document by federal agencies that could have permitting or approval authority for the project and by other local and state agencies, including CEQA trustee agencies that may have an interest in the project. See Chapter 1.0, “Introduction,” for detail on the lead, responsible, and trustee agencies for the proposed project.

Consultation with these responsible and trustee agencies as well as Native American interests is ongoing. As described in Chapter 6.0, “Cultural Resources,” consultation was initiated with representatives of Native American groups during early planning phases for the project. Because the project area could be of cultural significance to Native Americans, representatives from local Native American tribes were consulted before any field surveys and ground-disturbing activities. Representatives from the Todd Valley Miwok-Maidu Cultural Foundation, United Auburn Indian Community of the Auburn Rancheria, and Rose Enos, an independent representative of the Maidu/Washoe, were all contacted by letter, with requests for information on sacred or sensitive resources within the project area. The Native American Heritage Commission was also contacted concerning the proposed project.

The following is a list of entities that may use this EIR for discretionary or informational purposes:

FEDERAL AGENCIES

- ▶ U.S. Bureau of Reclamation
- ▶ U.S. Army Corps of Engineers
- ▶ U.S. Fish and Wildlife Service

STATE AGENCIES

- ▶ California Air Resources Board
- ▶ California Department of Boating and Waterways
- ▶ California Department of Conservation
- ▶ California Department of Fish and Game, Region 2
- ▶ California Department of Forestry and Fire Protection
- ▶ California Department of Parks and Recreation
- ▶ California Department of Transportation, District 3
- ▶ California Department of Water Resources
- ▶ California Highway Patrol
- ▶ State Office of Historic Preservation
- ▶ California Resources Agency
- ▶ California State Lands Commission
- ▶ Central Valley Regional Water Quality Control Board
- ▶ Native American Heritage Commission
- ▶ State Water Resources Control Board

LOCAL AGENCIES

- ▶ City of Auburn
- ▶ Placer County Board of Supervisors
- ▶ Placer County Department of Public Works