



Appendix A:

Environmental Scoping Document

ENVIRONMENTAL SCOPING DOCUMENT

Document Summary

The purpose of this document is to provide information and an environmental scoping for the SR99 Corridor Bikeway Facility (Bikeway 99) Phase 5 project. The objective of this document is to offer insight on the anticipated environmental studies needed to complete the proposed project.

Detailed Project Description:

The City of Chico (the City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct a Class 1 bikeway street overcrossing over 20th Street, while establishing a bikeway gap closure along the east side of State Route (SR) 99 corridor. The project is located in Township 22 North, Range 1 East in the City of Chico, within Butte County, California (Figure 1. Project Location, Figure 2. Project Vicinity). The proposed project is approximately 0.6 miles and consists of a Class I multi-use trail, (8 foot wide paved path and 2 foot wide shoulders) with overcrossing that runs parallel with SR99, between the northbound 20th Street on and off ramps. The lack of a safe and direct pedestrian/bike path discourages residents walking and biking to local schools, job centers, commercial areas, and public services. This project will connect people to goods and services including the Chico Mall.

This proposed project is phase 5 of the Bikeway 99 project, adopted November 22, 2012. Between the existing Class II and the proposed project's Class I facility, the SR99 corridor will provide the safest and most convenient access for pedestrians and bicyclists to fronting commercial and institutional parcels and commuter/recreational trip throughput. This project is a gap closure project on the City major bikeway facilities that connect to other significant bikeway facilities that directly serve commercial, school, employment, health and recreational facilities. In 2009, an Initial Study was completed by the City, however this document will need to be revised to reflect the inclusion of the pedestrian overcrossing that is proposed as part of Phase 5.

Permanent right-of-way acquisitions and temporary construction easements are needed where the trail passes through state-owned parcels.

Purpose

The purpose of the project is to improve pedestrian and bicycle access throughout the City, and provide multi-modal connectivity to adjacent neighborhoods throughout the Chico area. The project aims to provide a safer and more direct route for pedestrians across the barrier that is 20th Street, who currently utilize an indirect or incomplete sidewalk configuration.

Need

The City, Butte County Association of Governments (BCAG), and the Mechoopda Indian Tribe have identified the following needs to provide a safe pedestrian/bike route connection to community services, employment centers, health facilities, and local schools for all Chico area residents:

- Need to close the gap in the SR 99 Corridor Bikeway
- Need for a Class 1 pedestrian/bike multiuse path connection from SR99 Chico Bikeway system to area schools, employment job centers, commercial centers, and public services
- Need to upgrade portions of path to meet ADA requirements
- Need to eliminate the existing barrier (E. 20th Street) along Bikeway 99
- Need to improve safety by installing pavement markings, lighting, and signing
- Need for ATP outreach, education, and encouragement program for local community

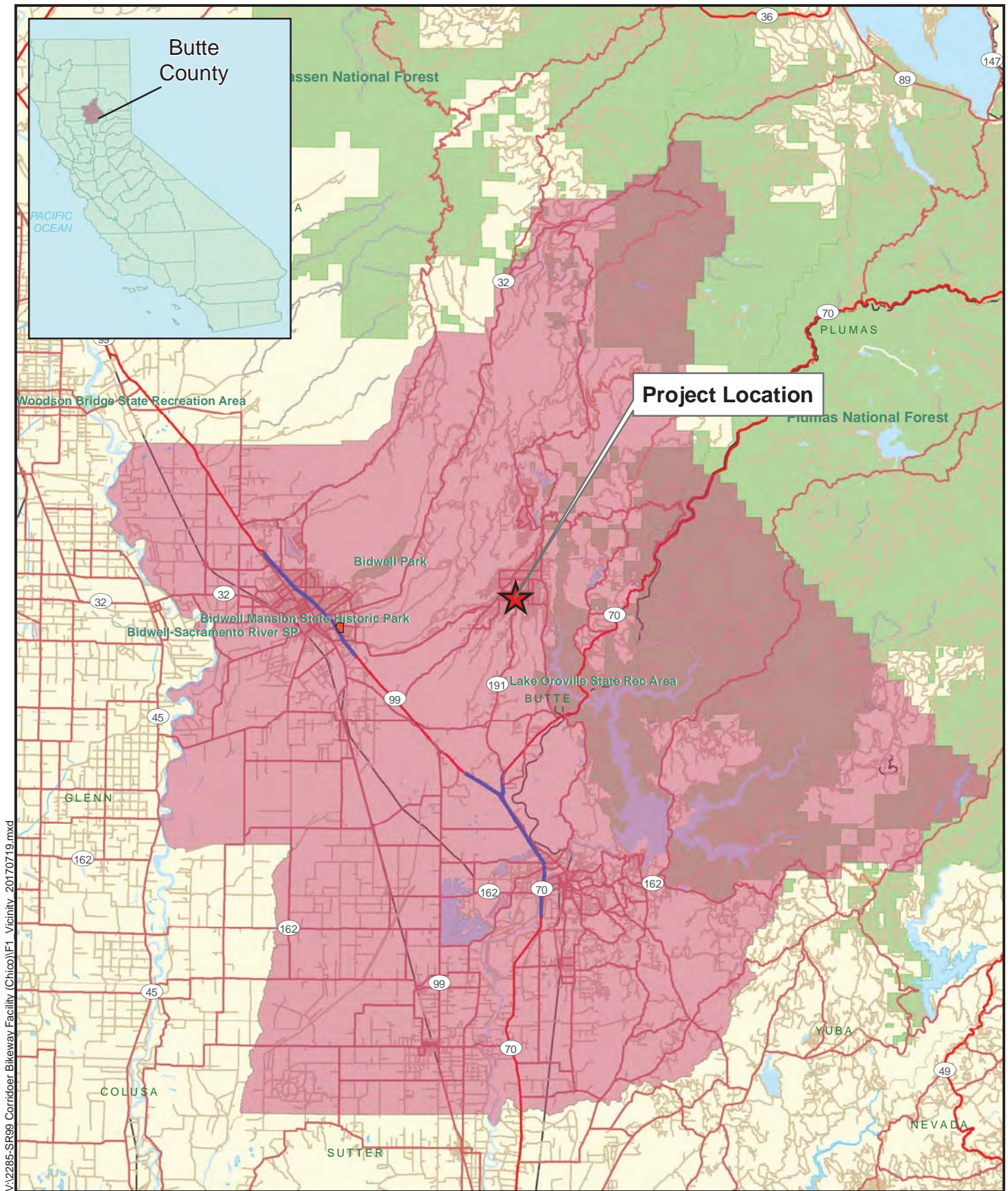


FIGURE 1
Project Vicinity
 SR99 Corridor Bikeway Facility Phase 5
 Chico, Butte County, California



0 5 10 15 Miles

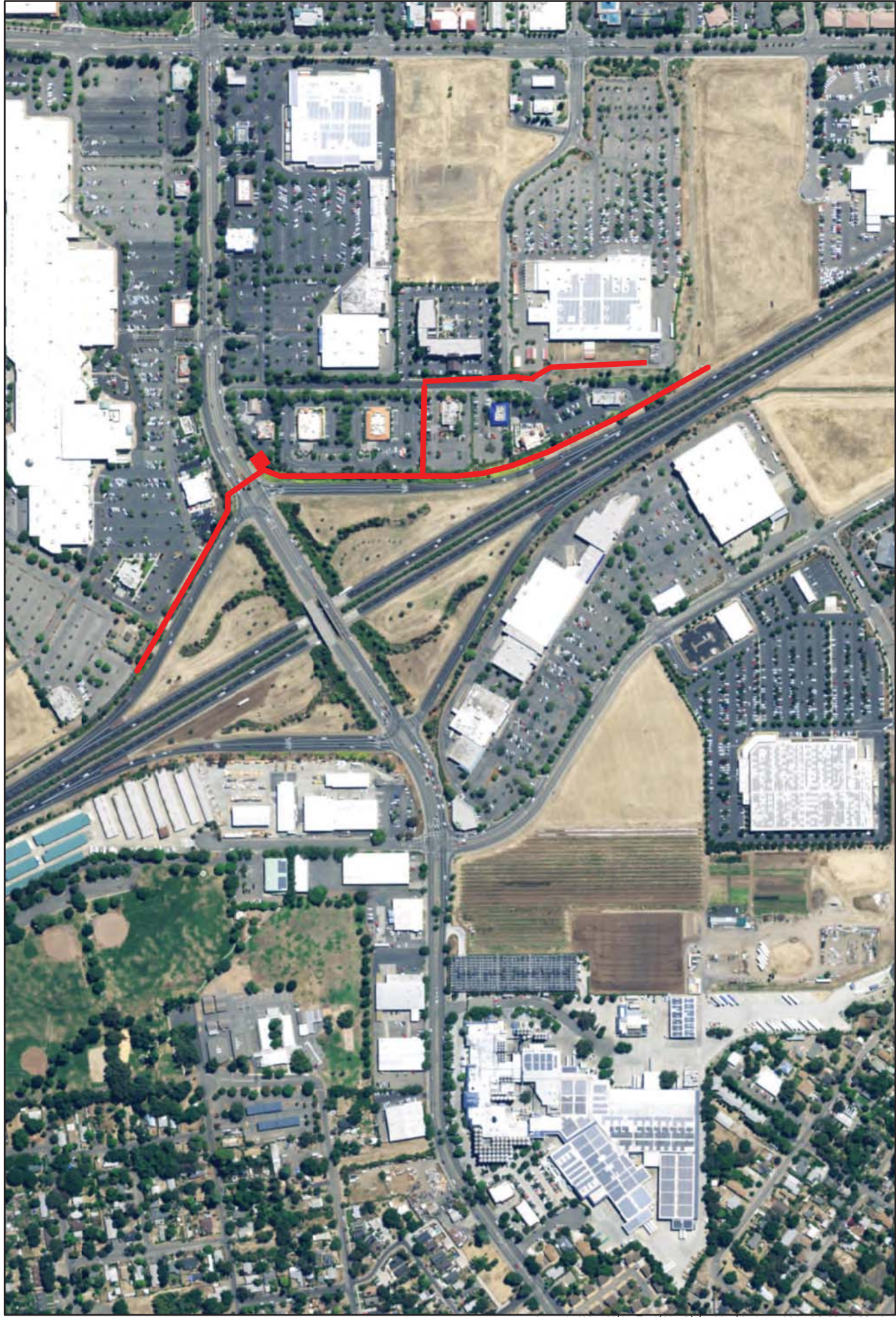


FIGURE 2
Project Location

SR99 Corridor Bikeway Facility Phase 5
Chico, Butte County, California

Source: ESRI 2008; Dokken Engineering 7/28/2017; Created By: cowens

V:\2285-SR99 Corridor Bikeway Facility (Chico)\F2 Project Location.mxd

Environmental Scoping Document

By constructing these much needed infrastructure improvements, residents of this community will be provided with a safer and more accessible route for walking and biking to public services.

This project will apply for federal funds through the Active Transportation Program grant and therefore requires compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The lead agency for CEQA compliance is the City. The federal lead agency for NEPA compliance is Caltrans. Under CEQA, the appropriate environmental document is an Initial Study leading to a Mitigated Negative Declaration. This type of document will allow Caltrans and the City to fully disclose the project and the anticipated impacts to the public. No significant impacts are anticipated that cannot be reduced to less than significant with avoidance, minimization, and mitigation measures. Under NEPA, this project falls under the Federal Highway Administration's Categorical Exclusion 23 CFR 771 activity (c)(3), which states; "(c) The following actions meet the criteria for CE's in the CEQ regulations (40 CFR 1508.4) and § 771.117(a) and normally do not require any further NEPA approvals by the FHWA: (3) Construction of bicycle and pedestrian lanes, paths, and facilities." The required technical studies and analysis for the project are summarized in the table below.

Required Technical Studies and Analyses		
Required Study	Type of Analyses	Coordination
Noise (Construction Related)	Technical Memorandum	Caltrans
Hazardous Materials/ Hazardous Waste	Initial Site Assessment (Phase 1) & Preliminary Site Assessment (Phase 2)	Caltrans
Biological Resources	NES (MI)	Caltrans
Cultural	HPSR/ASR	Caltrans
Section 4(f)	De minimis	Caltrans
Visual Resources	Minor VIA	Caltrans

The anticipated required task required to complete this project are summarized in the table below.

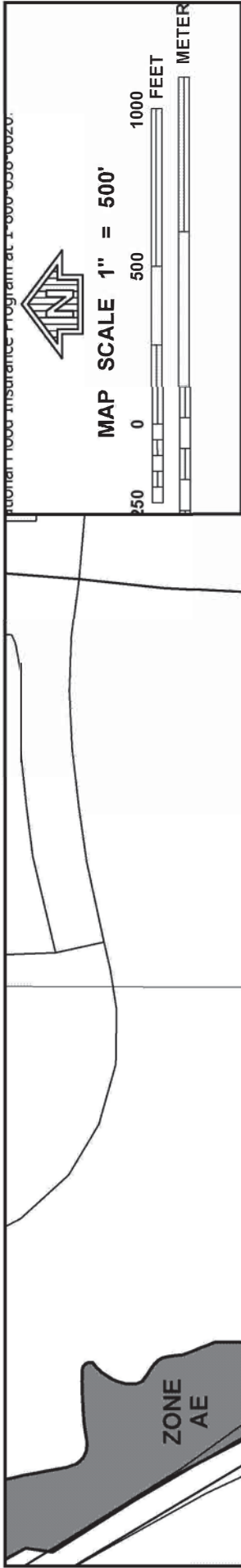
Design
Bridge Work
Vegetation Removal
Tree Removal
Ground Disturbance
Road cut/fill
Excavation (max depth of 5 ft)
Drainage/Culverts
Flooding Protection
Pile Driving
Easements
Equipment Staging
Utility relocation
Right of way acquisition
Part of larger adjacent project

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate:

1. **Will the project require future construction to fully utilize the design capabilities included in the proposed project?** No. No future construction would be needed to utilize the design capabilities. The City of Chico has partnered with BCAG and Caltrans to develop a visional bikeway system along the SR99 corridor that will provide access to and connect the entire urbanized area of Chico. This project is phase 5 in the adopted Bikeway 99 Plan. Each phase is treated as an independent construction project.
2. **Will the project generate public controversy?** No. No public controversy is anticipated by the proposed project because this project is a phase of the overall Bikeway 99 Project. In addition, 3 community workshops have been held and several public comments concerning overcrossing design, final alignment and safety, have been received. All of the expressed public comments and concerns were taken in consideration when determining the final selected trail alignment. The public generally supports 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”?** No. The project consists of paving a pedestrian and bicycle trail, and is not related to the construction of a motor vehicle roadway.
4. **Does the project have the potential for adverse construction-related noise impact (such as related to pile driving and compliance by municipal code)?** Yes. There is the potential for construction-related noise impacts to occur during construction. Best Management Practices (BMPs) will be implemented to limit noise impacts throughout construction. In addition, all construction-related noise will be in compliance with the City’s Municipal Code. The nearest sensitive receptors are commercial businesses directly adjacent to the proposed trail. The closest residences are located approximately 0.3 mile to the northeast of the project location. A Noise Technical Memorandum would be prepared to examine all construction-related noise impacts.
5. **Is the project in a NAAQS non-attainment or maintenance area?** Yes. Butte County is currently in non-attainment with federal and state ambient air quality standards for ozone, PM_{2.5}, and PM₁₀, and is considered an attainment area for CO. As the project area is not in attainment for PM_{2.5} or PM₁₀, analysis and inter-agency coordination will be needed regarding whether the project is a Project of Air Quality Concern.
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, Table 2 applies):** Yes. The project is listed as exempt from the requirements that a conformity determination be made. It is listed as a project type in 40 CFR Part 93, Sec. 93.126, Table 2 Exempt Projects under the Air Quality heading as “Bicycle and pedestrian facilities”.
7. **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. The proposed project is located adjacent to SR99. An Initial Site Assessment (ISA) shall be undertaken to identify all documented hazardous waste sites in the project study area, and facilities located within the project study area that store, transfer, or utilize hazardous materials. A thorough records search and a visual survey will also be included within the ISA. An Arco gas station is located approximately 0.5 miles from the project location and has potential of containing

contaminates. Hazardous Waste Phase II testing is expected to also be necessary due to the potential presence of ground contaminants from the existing roadway and the gas station present in the area. Any potential impacts and subsequent procedures for remediation will be included within the ISA.

8. **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?** No. A roadside ditch runs adjacent to the proposed project location, but based on an initial reconnaissance, it does not appear to have an ordinary high water mark or to come from/connect with any waters of the U.S. or State. As a result, it is not a jurisdictional water feature.
9. **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?** In accordance with the National Pollution Discharge Elimination System (NPDES) general construction activity stormwater discharge permit, applicable requirements will be identified. Specific mitigation measures, including BMPs specified in Caltrans' Storm Water Quality Handbook - Planning and Design Guide, will be identified for water quality impacts that may occur during construction.
10. **Is the project within a designated sole-source aquifer?** No. The project is not within a designated sole-source aquifer under Section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93-523, 42 U.S.C. 300 et. seq) (EPA [2008], Sole Source Aquifer: Ground Water: Region 9: Water, <http://www.epa.gov/region9/water/groundwater/ssa.html>).
11. **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 the City of Chico, Butte County and is approximately 107 miles inland.
12. **Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a watercourse or lake?** No. According to the Federal Emergency Management Agency (FEMA) maps, the project is outside of the 100-year floodplain (Figure 3. FEMA Flood Map).
13. **Is the project within or immediately adjacent to a Wild and Scenic River System?** No. The project is not within or immediately adjacent to a Wild and Scenic River. The nearest Wild and Scenic River is the Feather River, approximately 42.3 miles south of the project area.
14. **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?** To be determined. Based on preliminary research using the California Natural Diversity Database (CNDDB) and United States Fish and Wildlife Service (USFWS) database, there are no federally or state listed sensitive species found within the immediate project area (Figure 4. CNDDB 5 Mile Radius). Biological surveys will be conducted and a Natural Environmental Study (Minimal Impact) (NES(MI)) will be prepared to provide further analysis of all biological resources that may be affected by the proposed project. Should the proposed project have the potential to directly or indirectly affect any federally or state listed species, a Biological Assessment will be prepared and consultation with USFWS and/or CDFW will be completed. (Appendix A: USFWS IPaC Consultation Letter)



NFIP **NATIONAL FLOOD INSURANCE PROGRAM**

PANEL 0506E

FIRM
FLOOD INSURANCE RATE MAP
BUTTE COUNTY, CALIFORNIA
AND INCORPORATED AREAS
PANEL 506 OF 1200
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BUTTE COUNTY	060017	0506	E
CHICO, CITY OF	060746	0506	E

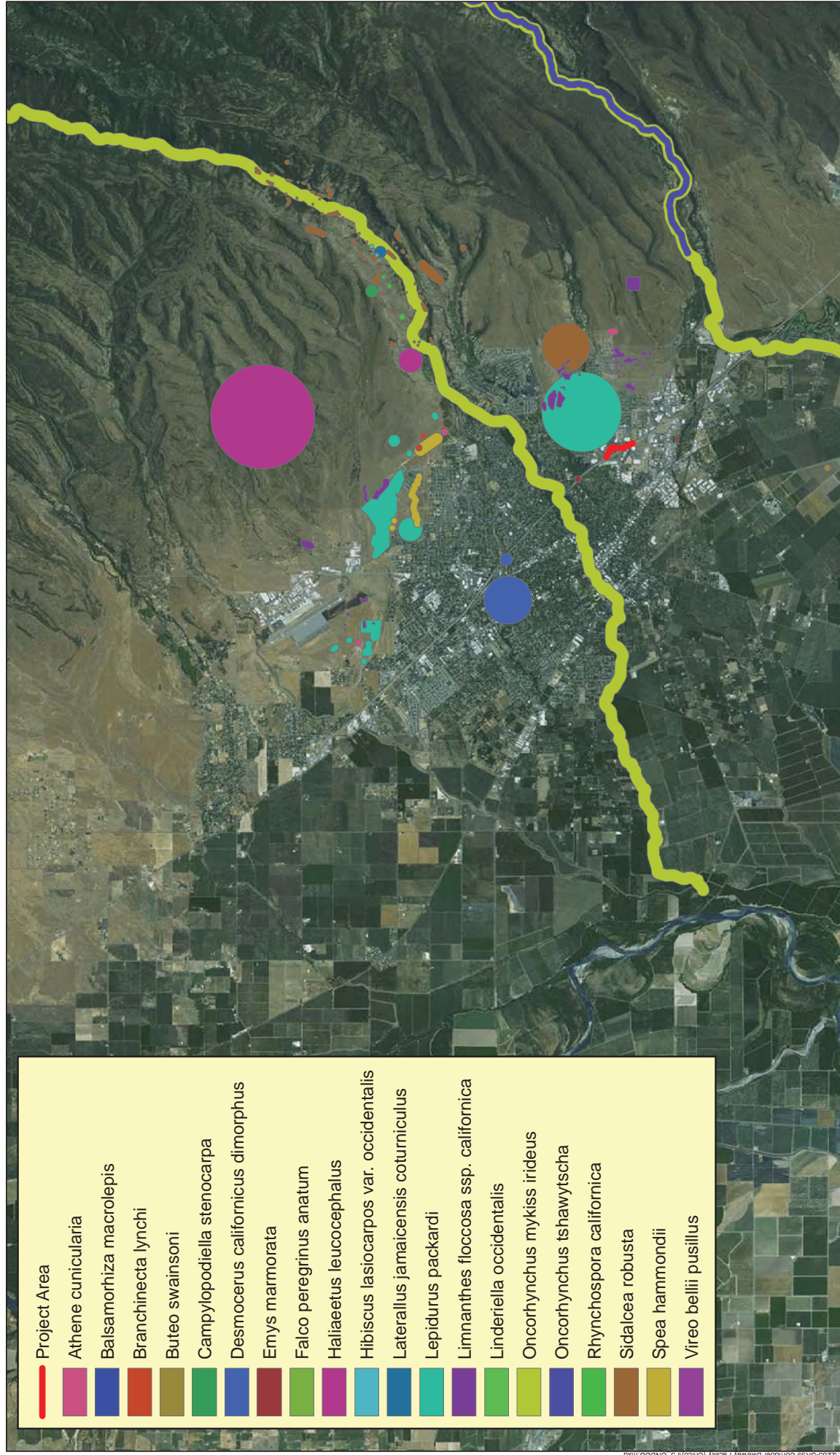
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06007C0506E

MAP REVISED
JANUARY 6, 2011

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Source: ESRI 2008; Daxxon Engineering 7/26/2017; Created By: cowans

FIGURE 4
CNDDDB 5 Mile Radius
 SR99 Corridor Bikeway Facility Phase 5
 Chico, Butte County, California



July 25, 2017

Wetlands

- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

15. **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. The project has the potential to directly or indirectly affect migratory birds, their nests, or eggs. There is vegetation, including trees, which could require removal as a result of the project. A NES(MI) will be prepared in accordance with guidance set forth in the SER, Chapter 14, "Biological Resources." Minimization efforts will be included to avoid adversely affecting migratory birds in compliance with the Migratory Bird Treaty Act of 1918.
16. **Is there a potential for wetlands to occur within or adjacent to the construction area?** To be determined. A review of the USFWS National Wetland Inventory Map indicates that a riverine resource is located adjacent to the proposed trail location (Figure 5: Wetlands Map). Additionally, a review of Google street view shows that there may be some wetland indicative vegetation growing near the drainage along the SR99 northbound 20th Street off ramp. During the biological surveys and preparation of the NES(MI), a wetland delineation will be conducted to identify any limits of Waters of the US and any wetlands that occur within the project area. Any wetlands occurring within the area will be mapped and discussed within the NES(MI).
17. **Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?** No. No agricultural wetlands exist within the project area.
18. **Is there a potential for the introduction or spread of invasive plant species?** Yes. There may be potential for the introduction or spread of invasive plant species during construction; however, the project will implement standard BMPs to avoid the spread of invasive species, and the project will not include invasive plants in either potential landscaping or revegetation efforts. Avoidance and minimization measures associated with the spread of invasive species will be included within the NES(MI).
19. **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 project is creating a section of a public bicycle facility, a 4(f) resource. The project will tie into other phases of the project which will result in short term impacts to 4(f) resources. Overall, the project is an improvement of the uses/functions of the existing 4(f) resource by extending the facility beyond its existing limits. The closest publicly owned park is 20th Street Park, which is 0.2 miles to the northwest of the proposed project area, and is located on the opposite side of SR-99.
20. **Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?** No. The project does not have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds. No parks or facilities improved by Section 6(f) funds are located within the proposed project area (National Parks Service [2017], Detailed Listings of Grants Grouped by County, https://www.parks.ca.gov/?page_id=21360).
21. **Does the project have the potential to affect any visual or scenic resources?** Yes. The area is mostly commercial retail with the proposed trail constructed within an existing unpaved path. The overcrossing will alter the vertical horizon; however, the overall character of the area will not be changed. Oak trees located within the project area may need to be removed as a result of the proposed project. A Caltrans format Questionnaire to Determine Visual Impact Assessment (VIA) Level has been completed which resulted in a score of 11, which allows a brief memorandum assessment to be sufficient for the project (Appendix A: VIA Questionnaire)

22. **Will the project require the relocation of residential or business properties?** No. No relocations of residential or business properties are anticipated.
23. **Will the project require any right of way, including partial or full takes?** Consider construction easements and utility relocations. Yes. Permanent right-of-way acquisitions and temporary construction easements are needed where the trail passes through state-owned parcels. There are also existing overhead electric and communications utility lines along the proposed trail that will need to be relocated. Close coordination with the local utility companies will be carried out in order to coordinate the permanent relocation of these utilities.
24. **Is the project inconsistent with plans and goals adopted by the community?** No. This project is consistent with the Chico Urban Area Bicycle Plan, adopted November 22, 2012. Additionally, this project is consistent with BCAG's goals, objectives, and policies included in the current Metropolitan Transportation Plan/Sustainable Communities Strategy, adopted December 13, 2012 and with the City of Chico General Plan, adopted on April 2011.
25. **Does the project have the potential to divide or disrupt neighborhoods/communities?** No. The project does not have the potential to divide or disrupt neighborhoods or communities. The proposed trail would be constructed directly adjacent to SR99, and would provide bikeway gap closure along to existing bikeway paths.
26. **Does the project have the potential to disproportionately affect low-income and minority populations?** No. The project would not disproportionately affect low-income or minority populations.
27. **Will the project require the relocation of public utilities?** Yes. There are existing overhead electric and communications utility lines along the proposed trail that will need to be relocated. Close coordination with the local utility companies will be carried out in order to coordinate the permanent relocation of these utilities.
28. **Will the project affect access to properties or roadways?** No. Construction of the trail would mostly occur within the existing, unpaved path and would not affect access to properties or roadways. Construction of the trail at the proposed overcrossing would be staged to ensure traffic circulation would continue with minimal disruption. A traffic management plan would be included as part of project implementation.
29. **Will the project involve changes in access control to the State Highway System (SHS)?** No. The project would not involve changes in access control to the State Highway System. The project site is not located on the State Highway System.
30. **Will the project involve the use of a temporary road, detour, or ramp closure?** No. The project will not involve the use of a temporary road, detour, or ramp closure during construction of the trail.
31. **Will the project reduce available parking?** No. The proposed project will not reduce the number of available parking spaces in the project area. Public parking lots are located within proximity to the project area but no impact to available parking is anticipated.
32. **Will the project construction encroach on state or federal lands?** Yes. A portion of the project will be located within Caltrans owned property. An encroachment permit from Caltrans will be obtained prior to construction.

33. **Will the project convert any farmland to a different use or impact any farmlands?** No. There is no farmland within proximity of the project area.
34. **Is the project adjacent to, or would it encroach on Tribal land?** No. There are no Tribal lands that would be encroached upon due to the construction of the proposed project (<http://nationalatlas.gov/mapmaker>)

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 ten 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 five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

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.

Calculate VIA Level Score

PROJECT NAME: SR99 Corridor Bikeway Facility Phase 5	
CHANGE TO VISUAL ENVIRONMENT	
1. Will the project result in a noticeable change in the physical characteristics of the existing environment? Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.	Moderate Level of Change (2 points) ▼
2. Will the project complement or contrast with the visual character desired by the community? 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? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.	High Compatibility (1 point) ▼
3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed? 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.	Low Concern (1 point) ▼
4. Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary? Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?	No Mitigation Likely (0 points) ▼

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?

Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those 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 perception.

Cumulative Impacts Unlikely to Occur (1 point) ▼

VIEWER SENSITIVITY

1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?

This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.

Low Potential (1 point) ▼

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

Consider among other factors 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 representatives familiar with the affected community's sentiments and demonstrated concerns.

Low Sensitivity (1 point) ▼

3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?

Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. 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. Also, many local and state planning documents can be found online at the [California Land Use Planning Network](#).

High Compatibility (1 point) ▼

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?

Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, 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.

Maybe (2 points) ▼

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on

No (1 point) ▼

a course of action to address potential visual impacts?

Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.

Calculate Total

It is recommended that you print a copy of these calculations for the project file.

PROJECT SCORE: 11

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 ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

SCORE 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

SCORE 10-14

Negligible visual changes to the environment are proposed. A brief Memorandum (see sample) addressing visual issues providing a rationale why a technical study is not required.

SCORE 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the Directions for using and accessing the Minor VIA Annotated Outline.

SCORE 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review. Go to the Directions for using and accessing the Moderate VIA Annotated Outline.

SCORE 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. 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. Go to the Directions for using and accessing the Advanced/Complex VIA Annotated Outline.



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:

July 25, 2017

Consultation Code: 08ESMF00-2017-SLI-2722

Event Code: 08ESMF00-2017-E-07454

Project Name: SR99 Corridor Bikeway Facility Phase 5

Subject: List of threatened and endangered species that may occur in your proposed project location, and/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, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) 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 Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

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 ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system 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:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

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 Tracking Number 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

Consultation Code: 08ESMF00-2017-SLI-2722

Event Code: 08ESMF00-2017-E-07454

Project Name: SR99 Corridor Bikeway Facility Phase 5

Project Type: ** OTHER **

Project Description: SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/39.725903948383994N121.80733257804928W>



Counties: Butte, CA

Endangered Species Act Species

There is a total of 9 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. 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.

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

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Steelhead <i>Oncorhynchus</i> (= <i>Salmo</i>) <i>mykiss</i> Population: Northern California DPS There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1007	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle <i>Desmocerus californicus dimorphus</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850	Threatened

Crustaceans

NAME	STATUS
Conservancy Fairy Shrimp <i>Branchinecta conservatio</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8246	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp <i>Lepidurus packardii</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Butte County Meadowfoam <i>Limnanthes floccosa ssp. californica</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4223	Endangered

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.