NOTICE OF CEQA EXEMPTION

To: Lassen County Clerk
220 South Lassen Street
Susanville, CA 96130

From: Honey Lake Valley RCD
1516 Main Street
Susanville, CA 96130
530-260-0067

Date: March 10, 2026

Project Title:

Lassen Land and Trails Trust Modoc Line Rail Trail Rehabilitation and Maintenance Project

Project Location:

The Project is located within four (4) segments of the Modoc Line Rail Trail (MLRT). The total length of the MLRT is approximately 85.5 miles from Wendel, California in Lassen County to 11.5 miles south of the City of Alturas in Modoc County. The total length of the four segments within the Project Area is approximately 40 acres.

Project Description:

The Project consists of maintenance, repair, and rehabilitation of existing segments (Segments 2, 4, 5, and 6) of the Modoc Line Rail Trail (MLRT) based on the 2024 trail condition assessment (Lumos 2025). Work includes routine trail maintenance, surface rehabilitation, drainage improvements, and minor repairs to existing culverts and bridges to maintain safe, functional use of the trail by existing user groups.

All project activities would occur entirely within the existing constructed railway prism (toe-of-slope to toe-of-slope) and within areas of existing disturbance. The Project would not create new areas of disturbance, expand the trail footprint, or intensify or expand existing or former uses of the rail trail.

Proposed activities include clearing and grubbing of vegetation within the existing trail corridor, minor grading and resurfacing of the unpaved trail surface, construction of limited pullouts where conditions allow, maintenance and repair of existing culverts, and minor rehabilitation of existing bridges, including replacement of deteriorated wingwalls and railings. Any temporary vegetation disturbed would be revegetated with native seed and mulch. Jurisdictional determinations and permits would be obtained as required for work within drainage features.

Exempt Status (Guidelines Section and Class): Categorical Exemption:

California Code of Regulations (CCR), Title 14, §15301 (Class 1) , which exempts existing facilities.

Reasons Why Project is Exempt:

The environmental review for the activities associated with the Modoc Line Rail Trail Maintenance & Rehabilitation Project concludes that Project implementation would have less than significant impacts in each environmental category.

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Class 1 exemption (CCR Title 14, §15301) covers the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

The Project involves maintenance, repair, and rehabilitation of existing trail segments, culverts, and bridges within the Modoc Line Rail Trail. All work occurs entirely within the existing constructed railway prism and previously disturbed areas and does not expand the trail footprint or change the nature or intensity of use. Proposed activities, including trail surface grading, culvert maintenance, bridge rehabilitation, clearing and grubbing of vegetation, and minor trail pullouts, maintaining the facility in its existing condition and use, consistent with the Class 1 exemption.

The Project does not create new areas of disturbance, increase trail capacity, or alter the existing use of the rail trail. Best Management Practices would be implemented to minimize erosion, sedimentation, and dust. The Project would not substantially affect scenic, biological, hydrological, or cultural resources. Based on the Project's scope and objective, the Honey Lake Valley Resource Conservation District (HLVRCD) has determined that this Project and its proposed implementation activities continue the operation and repair of existing facilities and therefore qualify for the CCR Title 14, §15301 exemption. Additional environmental analysis was conducted by environmental specialists to assess potential effects on special status plants and wildlife species and cultural resources. The HLVRCD has reviewed these analyses and determined that the Project's implementation will provide multiple benefits. The Project will not result in significant adverse impacts to endangered, rare, or threatened species or their habitats, nor are there hazardous materials at or near the site or generated from the Project. All known archaeological resources will be avoided. The Project will not result in cumulatively significant impacts and will have no significant adverse effect on the environment.

Public Agencies that will be involved with the project:

Honey Lake Valley Resource Conservation District
Lassen Land and Trails Trust

Lead Agency Contact Person:

Kelsey Siemer, District Manager
Honey Lake Valley Resource Conservation District
530-260-0067

NOTICE OF CEQA EXEMPTION

Signature: _____ Date: 03/10/2026

Jesse Claypool, Chairman
Honey Lake Valley Resource Conservation District

ATTEST:

I, Kelsey Siemer, Clerk to the Board of Directors, Honey Lake Valley Resource Conservation District, do hereby certify that the Honey Lake Valley Resource Conservation District approved this Notice of Exemption on the 10th day of March, 2026 by the following vote:

Ayes:	4	Abstentions:	0
Noes:	0	Absent:	1

_____

Kelsey Siemer, Clerk to the Board of Directors
Honey Lake Valley Resource Conservation District

Honey Lake Valley Resource Conservation District (HLVRCD)

ENVIRONMENTAL REVIEW REPORT FOR AN EXEMPT PROJECT

Author: Kelsey Siemer Title: District Manager

Address: 1516 Main Street, Suite A, Susanville, CA 96130

Phone: (530) 260-0067

Email: kmarks@honeylakevalleyrcd.us

Project Name: Modoc Line Rail Trail Maintenance & Rehabilitation Project

Project Number:

Program Type:

County: Lassen

Acres: 75.9 acres; approximately 39.14 miles

Legal Location: Lassen County, California (CA); see page 3 for location details

Project Vicinity Map ☒ Project Location Map ☒

Other Public Agency Review or Permit Required:

Would the project result in:	YES	NO
Alterations to a watercourse (California Department of Fish and Wildfire (CDFW) – Lake and Stream Alteration Agreement)	☒	☐
Conversion of timberland (Susanville Indian Rancheria Conversion Permit or Exemption)	☐	☒
Demolition (Local Air District – Demolition Permit)	☐	☒
Soil disturbance over 1 acre (Regional Water Quality Control Board - Stormwater Pollution Prevention Plan (RWQCB – SWPPP))	☐	☒
Other: US Army Corp of Engineers (USACE) 404 Nationwide General Permit (NWP) CDFW Lake and Streambed Alteration Agreement Regional Water Quality Control Board 401 Water Quality Certification	☒	☐

Discuss any above-listed topic item checked Yes and consultation with agencies:
Prior to any work within a waterway, a formal aquatic resource delineation will be completed and submitted to the USACE for an approved jurisdictional determination. If determined to be federally jurisdictional, Lassen Land & Trails Trust (LLTT) with obtain a USACE 404 NWP, California Regional Water Quality Control Board 401 Water Quality Certification, and CDFW and Streambed Alteration Agreement.

Tribal Consultation – see page 8 for full list of Tribes consulted

HONEY LAKE VALLEY RESOURCE CONSERVATION DISTRICT

ENVIRONMENTAL CHECKLIST FORM

NOTE: The following report form is intended for use by the Honey Lake Valley Resource Conservation District (HLVRCD) staff to document a limited environmental impact analysis supporting the filing of a Notice of Exemption (NOE) document for maintenance and rehabilitation of the Modoc Line Rail Trail (MLRT). Based on this analysis, the project appears to meet the exemption since the project creates no possible significant effects as discussed in California Environmental Quality Act (CEQA) Guidelines for Categorical Exemption Class 1 in Section 15301, operation and repair of existing facilities. This report will be filed with the CEQA administrative record for this project to document the environmental impact analysis conducted by the HLVRCD.

1. Project Title:	Modoc Line Rail Trail Maintenance & Rehabilitation Project
2. Lead Agency Name and Address:	Honey Lake Valley Resource Conservation District 1516 Main Street, Suite A Susanville, CA 96130
3. Contract Person and Phone Numbers:	Kelsey Siemer, District Manager 530-257-7271
4. Project Location:	Modoc Line Rail Trail Lassen County, CA See detailed description below in Section 8.
5. Project Sponsor's Name:	Lassen Land & Trails Trust (LLTT)
6. General Plan Land Use Designation:	Natural Resource Land Uses: Extensive Agriculture & Intensive Agriculture & Scenic Corridor
7. Zoning:	

8. Detailed Project Location

The Project Area includes approximately 39 miles of Segments 2, 4, 5, and 6 of the MLRT and is located within Lassen County (see Attachment A – Location Map). The total length of the MLRT is approximately 85.5 miles from Wendel, California in Lassen County to 11.5 miles south of the city of Alturas in Modoc County. Photos of the trail segments are included in Attachment B.

The four segments of the MLRT within Lassen County have the following Assessor's Parcel Numbers (APNs):

Table 1 – Assessor's Parcel Numbers for Project Area MLRT segments in Lassen County.

Segment of the MLRT	Lassen County APNs
Segment 2	109-010-02-11; 109-010-01-11; 093-010-04-11; 093-010-03-11
Segment 4	069-010-08-11; 069-010-07-11; 069-070-06-11; 069-010-04-11; 069-010-02-11; 069-010-01-11; 057-010-11-11; 057-010-09-11; 057-010-08-11; 057-010-07-11; 057-010-02-11
Segment 5	057-010-02-11; 057-010-01-11; 045-131-34-11; 043-010-02-11
Segment 6	043-010-02-11; 043-010-01-11; 043-050-43-11; 031-010-05-11; 031-010-03-11; 031-010-02-11; 031-010-01-11; 019-010-09-11; 019-010-08-11; 019-010-05-11

Specifically, the four (4) Project segments that are the subject of this Initial Study are located at the following locations:

Segment	Name	Length (miles)	Start Location (NAD 1983 UTM)	End Location (NAD 1983 UTM)
2	Viewland to Karlo	7.92	120.279947°W 40.443648°N	120.315710°W 40.552903°N
4	Crest to Ravendale	10.17	120.404893°W 40.673017°N	120.366312°W 40.797888°N
5	Ravendale to Termo	6.45	120.366312°W 40.797888°N	120.454018°W 40.860536°N
6	Termo to Madeline	14.60	120.454018°W 40.860536°N	120.474592°W 41.050130°N
	Total miles	**39.14**		

The four Project segments intersect portions of the following sections:

Segment 2
- T30N, R15E Sections 4, 9, 10, 15, 22
- T31N, R15E Sections 17, 18, 20, 29, 32

Segment 4
- T33N, R14E Sections 2, 11, 14, 15, 22, 27, 33, 34
- T34N, R14E Sections 22, 23, 26, 35

Segment 5
- T34N, R14E Sections 5, 6, 8, 9, 15, 16, 22
- T35N, R14E Section 31
- T35N, R13E Sections 25, 36

Segment 6
- T35N, R13E Sections 10, 14, 15, 23, 25, 26
- T36N, R13E Sections 4, 8, 9, 17, 20, 29, 32, 33
- T37N, R13E Sections 9, 16, 21, 28, 33

9.0 Project Description

In 2025, Lumos & Associates completed MLRT, Trail Condition Assessment Report (provided under separate cover) for MLRT Segments 2, 4, 5 and 6. The report assessed the conditions of the trail surface and bridge structural components and developed a conceptual design plan for maintenance or improvements. Based on the 2025 report, the Project proposes the following maintenance and repair activities for the existing rail trail and rehabilitation of deteriorated railway structures. The design considerations were largely based on the anticipated users of the trail, which include 4-wheel drive vehicles, all-terrain vehicles, motorized dirt bikes, equestrians, pedestrians and bicyclists.

The following Project components are based on the 2025 Trail Condition Assessment Report. All Project activities are limited to the existing constructed railway prism, from toe of slope to toe-of slope. The proposed maintenance and repair activities will not create new areas of disturbance. The proposed projects will not expand existing or former use of the rail trail.

9.1 Clearing and Grubbing

Maintenance of the railway trail includes clearing and grubbing of vegetation throughout the entirety of the trail corridor between the toe or top of the side slopes up to a maximum width of 16 feet. Trees and bushes that do not encroach on the trail and shoulder width will be protected whenever possible. Clearing and grubbing will extend to the inlets and outlets of culverts so as to maintain an unimpeded flow path for runoff. Natural vegetation within the drainage path upstream and downstream of the culvert will be preserved as a form of channel armoring and stabilization. Any temporary disturbance to vegetation during maintenance and repair activities would be revegetated with a native seed mix and mulch application to mitigate erosion.

9.2 Trail Surface Repair and Rehabilitation

The existing trail surface is unpaved and generally in good condition throughout the four segments; however, an improved native trail surface will allow for use of the trail by multiple user types. The original railroad structural section was robust and provided excellent durability and drainage; however, the remaining ballast varies in size and location and presents an uneven and rough traveling surface (Lumos 2025).

Work required to prepare the existing trail surface will depend on the condition of the surface. Approximately 39 miles of trail provides a sufficient traveling surface in the unpaved condition that it currently is in and does not require additional rehabilitation. Areas where ballast is exposed or rutting has occurred will require additional work.

Generally, work would require:

- Minor grading of the trail surface to remove any rutting. In some areas, this may only require levelling out of the existing surface material.
- Where the existing trail base material is suitable, the trail material will be scarified and recompacted to meet structural section requirements.
- For trail sections where existing ballast is prevalent at the surface, trail should be surfaced with an additional 3 inches of decomposed granite material.
- In areas where the travel width is less than the desired 10-foot width with shoulders, if site conditions allow, the finish grade of trail surface could be lowered, so as to provide additional trail width and clearance. All grading will occur within the existing railroad prism.

- Where necessary, travel ways shall be graded to a 1.5% cross slope to provide adequate drainage but not exceed the Americans with Disabilities Act (ADA) requirement for no cross slopes over 2%.
- Shoulders shall be graded to a maximum of 16.7% (1V:6H) cross slope.
- Longitudinal grades are not to exceed 5% and should not see any grade differentials exceeding 2% without the transition of a vertical curve.

9.3 Pullouts

Where trail conditions allow, trail sections should be widened to allow for movement in either direction along the trail. All pullouts will be constructed within the existing railway right-of-way and existing disturbance.

9.4 Culvert Treatments

There are 62 culverts within the four Project segments. The majority of these culverts were wooden box (28) or metal culverts (CMP) (23). The 28 box culverts appear to function as drains to prevent stormwater runoff from the upper watershed from being impounded on the uphill side of the trail. At these 28 box culverts there were typically no observed flow paths to the inlets (Lumos 2025).

The 23 CMP culverts, 5 metal culverts and 1 concrete culvert varied in size and level of deterioration. The structural and functional condition of each culvert was assessed and prioritized for maintenance, repair, or replacement (reference 2025 MLRT, Trail Conditions Assessment, submitted under separate cover). Maintenance and repair activities required within these culverts included removal of accumulated sediment, removal of vegetation blocking inlet or outlet, armoring of the inlets or outlets, addition of flared end section and repair of wing walls.

Prior to replacing any culvert or work within the flow path, LLTT will complete a formal delineation and jurisdictional determination to determine if the drainage is a water of the State/United States. If jurisdictional, LLTT will obtain the appropriate permits from the US Army Corps of Engineers (USACE), Lahontan Regional Water Quality Board, and the California Department of Fish and Wildlife (CDFW).

All culverts will be inspected annually and monitored for sediment and vegetation blockage. All blockages should be removed and vegetation trimmed to ensure flows can pass through the culverts unimpeded.

9.5 Bridge Rehabilitation

There are seven bridges located within the four assessed trail segments. The structural components of each bridge were inspected by a licensed structural engineer. Overall, the bridges are in acceptable structural condition, but in need of minor repairs for improved safety and prevention of soil loss. In general, maintenance activities include: repair of cracked diagonal braces, repair of cracked concrete, replace or repair railing, level out approaches to reduce erosion, and replace of deteriorated wingwalls to retain soils at the approaches.

The following Table 2 provides a description of each bridge and required maintenance or repair.

Table 2. Bridge Condition Assessment and Proposed Actions

Bridge #	Type Description	Condition	Proposed Action
1	Single-span structure supported by round timber piers and wood retaining walls at both ends.	The curbs on each side of the deck retain approximately 11 inches of wearing surface comprised of loose granular soil above deck. Wood wingwalls are present at both the north and south approaches but show signs of significant deformation or failure. Wood railing is also present but is damaged in several areas.	• Repair cracked diagonal brace • Replace railing • Replace existing deteriorated wingwalls with new wingwall to retain the soil at the approach and address existing erosion and soil loss
2	Single-span structure supported by concrete abutment and retaining walls at both ends. Wood wingwalls are present at both the north and south approaches, and wood railing is also present along the bridge.	Concrete abutment seats on both sides of the bridge are spalling, causing the existing wood bearing pad to be undermined. Additionally, the top of concrete wingwalls also exhibits severe signs of spalling.	• Repair damaged sections of concrete • Replace existing railing at the northwest side of the bridge.
3	Five spans bridge supported by concrete abutments and retaining walls at the ends, with four concrete piers at the interior locations. Curbs on either side of the deck retain approximately 19 inches of loose granular soil as the wearing surface. Original fencing replaced with square steel posts with steel cables have been installed as replacement railing members.	The top of existing concrete piers and wingwalls exhibit severe signs of spalling. Two of the existing girders are cracked. Cable railing posts are damaged in several locations, with sagging cables that fail to provide sufficient fall protection. It appears that the soil behind the abutment at the north side of the bridge is eroding, causing significant settlement of the approach soil.	• The damaged sections of concrete should be repaired using appropriate products rated for concrete repairs. • The damaged railing post should be repaired, with the cables properly tensioned. • The soil should be replaced to attain a level surface at the approach.
4	Four-span bridge supported by timber piers. Curbs on either side of the deck retain approximately 19 inches of loose granular soil as the wearing surface. Wood railing is present along the bridge. The piers supporting the bridge are laterally braced by diagonal wood X-bracing.	Four existing wood wingwalls display severe deformation or failure, causing severe soil erosion at the approach. The diagonal brace at the wood retaining wall on the northwest side of the bridge has cracked.	• Repair the cracked diagonal brace by sistering a new member with a through-bolt that extends through the crack. • Replace existing deteriorated wingwalls with new wingwall to retain the soil at the approach and address existing erosion and soil loss

Bridge #	Type Description	Condition	Proposed Action
5	Bridge consists of four spans, each measuring approximately 15'-0". Curbs on either side of the deck retain approximately 19 inches of loose granular soil as the wearing surface. Wood railing is present along the bridge. The piers supporting the bridge are laterally braced by diagonal wood X-bracing.	All four existing wood wingwalls display severe deformation or failure, causing severe soil erosion at the approach. Erosion at the north approach is very severe and has resulted in a significant depression and reduced width and missing wing walls on the south side of the bridge. One of the existing girders has cracked. Lower rail in on the west side of railing is missing.	• Replace existing deteriorated wingwalls with new wingwall to retain the soil at the approach and address existing erosion and soil loss • Replace missing west side railing
6	Three-span bridge, each measuring approximately 15'-0". Curbs on either side of the deck retain approximately 19 inches of loose granular soil as the wearing surface. The piers supporting the bridge are laterally braced by diagonal wood bracing.	All four existing wood wingwalls have collapsed allowing severe erosion at the approach.	• Replace existing deteriorated wingwalls with new wingwall to retain the soil at the approach and address existing erosion and soil loss • Replace railing along the bridge span
7	Two-span bridge supported by timber piers with each span measuring approximately 14'-0". Curbs on either side of the deck retain approximately 24 inches of loose granular soil as the wearing surface.	All four existing wood wingwalls display severe deformation or failure, causing severe soil erosion at the approach. both diagonal braces at the wood retaining wall on the north side of the bridge have cracked. Original fencing is missing.	• Repair cracked diagonal brace by sister in a new member with a through-bolt • Replace existing deteriorated wingwalls with new wingwall to retain the soil at the approach and address existing erosion and soil loss. • New railings should be installed along the bridge span.

9.6 On-going maintenance

Unpaved trails will continue to require ongoing inspections and maintenance. Use and runoff can impact trail surface over time resulting in rutting and soil loss. Any observed rutting should be repaired at the end of each season to prevent further degradation of the trail surface during the winter months. Additionally, unpaved surfaces are more prone to vegetation encroachment, which would need to be managed at least annually. LLTT would be responsible for all necessary maintenance and repair of the trail.

Culverts would be inspected annually and identified blockages would be cleared and vegetation trimmed to ensure flows can pass through the culverts unimpeded. Areas immediately downstream and upstream of all culverts would be inspected for scour, erosion or unstable channel side slopes.

9.7 Project Access

The site would be accessed using existing public and Bureau of Land Management managed roads, including U.S. Highway 395, Wendel Road, West Valley Road and Horse Lake Road.

9.8 Construction Schedule and Equipment

Project implementation would be completed in phases and is dependent on available funding. Construction activities would occur Monday through Friday during normal construction hours of 7:00 am to 5:00 pm, consistent with Lassen County Noise Element.

The Project would utilize standard construction equipment that would be transported to the trail segments and include a front-end loader, excavator, grader, water truck and standard light utility trucks. Volunteer hand crews may be used for vegetation maintenance and weed removal within the trail alignment.

9.9 Best Management Practices

Standard best management practices (BMPs) for erosion and sediment control would be implemented as necessary to control surface water runoff from the site into adjacent streams and other waters. BMPs may include measures such as the use of scheduling work in dry conditions, silt fencing, coir rolls and gravel bags. Fugitive dust would be minimized by wetting dust-producing surfaces.

10. Existing and Surrounding Land Uses

The MLRT Segments 2, 4, 5, and 6 are located in northeastern Lassen County, California and together represent the Project Area. This area lies within a sparsely populated rural portion of the county and is largely designated as “Extensive Agriculture” under the Lassen County General Plan (2000) Natural Resources Land Use category; a small portion of the MLRT crosses through an area identified as “Intensive Agriculture” and most of the trail is within a designated “Scenic Corridor.”

Segment 2 extends from U.S. Highway 395 at the southern end, north to the small community of Karlo. Segment 4 begins in a narrow valley west of Snowstorm Mountain and continues north to the town of Ravendale, which is located adjacent to U.S. 395. Segment 5 continues north from Ravendale alongside U.S. 395 to the town of Termo, followed by Segment 6, which extends north to the town of Madeline.

Several segments of the MLRT that run adjacent to U.S. 395 are located within a designated Scenic Corridor. While most of the Project Area is within lands designated for extensive agricultural use, a portion of Segment 6 crosses an area designated as “Intensive Agriculture.”

The trail corridor primarily passes through remote rangeland, much of which is open grazing land used for livestock. Large expanses of undeveloped open space characterize the surrounding landscape, with limited infrastructure or development (see Attachment B - Photo Plates).

The MLRT also passes near or through several small towns and rural communities. In the Goose Lake Valley portion of Segment 6, surrounding land uses shift toward more active agricultural production, with fields primarily used for hay cultivation.

11. Other Public Agencies Whose Approval is Required
Lassen County Planning was consulted to determine if any County permits would be required for the proposed project activities. Upon review of the project description, the County concluded that no permit was required.

Prior to any work within a waterway, a formal aquatic resource delineation will be completed and submitted to the USACE for an approved jurisdictional determination. If determined to be federally jurisdictional, LLTT with obtain a USACE 404 Nationwide Permit (NWP), California Regional Water Quality Control Board 401 Water Quality Certification, and CDFW and Wildlife Lake and Streambed Alteration Agreement.

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
On March 14, 2025, Project Notifications were sent to the following individuals listed by the Native American Heritage Commission (NAHC) for the Project area:

- Vi Riley, Cultural Resources Coordinator, Alturas Rancheria of Pit River Indians;
- Alturas Rancheria, Tribal Administrator/Environmental Coord. Alturas Rancheria of Pit River Indians;
- Richard Lash, Chairperson, Cedarville Rancheria of Northern Paiute Indians;
- Bernold Pollard, Chairperson, Ford Bidwell Indian Community of Paiute;
- Agnes Gonzales, Chairperson, Pit River Tribe of California;
- Charles White, Tribal Administrator, Pit River Tribe of California;
- Natalie Forrest-Perez, Tribal Historic Preservation Officer (THPO), Pit River Tribe of California.

Included with the Request for Comment for each individual listed was a project description, location map, and a request to respond with any relevant information regarding the Project area. There have been no responses to the inquiries.

13. Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☑ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☑ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☑ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☑ Noise	☐ Population/Housings	☐ Public Services
☐ Recreations	☐ Transportations	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfires	☐ Mandatory Findings of Significance

On the basis of this initial evaluation:

☐ After assessing potential environmental impacts and evaluating the description for the various classes of categorical exemptions to CEQA, the HLVRCD has determined that the project fits within one or more of the exemption classes and no exceptions exist at the project site which would preclude the use of this exemption. The HLVRCD considers the possibility of (a) sensitive location, (b) cumulative impact, (c) significant impact due to unusual circumstances, (d) impacts to scenic highways, (e) activities within a hazardous waste site, and (f) significant adverse change to the significance of a historical resource. A notice of exemption will be filed with the Lassen County Clerk and the State Clearinghouse.

☐ After assessing potential environmental impacts and evaluating the description for the various classes of categorical exemptions to CEQA, the Honey Lake Valley Resource Conservation District has determined that the project does not fit within the description for the various exemption classes or has found that exceptions exist at the project site that precludes the use of a categorical exemption for this project. Additional environmental review will be conducted and the appropriate CEQA documents used may be a negative declaration or a mitigated negative declaration.

_____ _____

Signature *Date*

_____

Title

CEQA Environmental Checklist & Supporting Information

This section includes the CEQA Environmental Checklist Form along with an evaluation and explanation of environmental impacts and identifies issues and significance criteria with each environmental category.

1.1 Aesthetics

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.1. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion:

No impact. The Project does not propose work outside of the existing MLRT prism and would not alter the trail's characteristics as it is limited to maintenance and repair activities.

1.2 Agriculture and Forest Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.2 Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

No Impact. The Project Area (segments 2, 4, 5, and 6) is confined to the former railway prism, which has been constructed on compacted fill material. The proposed Project Area is not located on prime farmland, unique farmland, or farmland of statewide importance.

1.3 Air Quality

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.3 Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Results in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion:

None. The Project proposes minor grading in areas where rutting has occurred and only minimal clearing and grubbing, which would generate a nominal amount of dust but would not obstruct implementation of applicable air quality plans, result in cumulative considerable net increase in any criteria pollutant, or expose sensitive rectors or substantial number of people to emissions.

1.4 Biological Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.4 Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special- status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

Less than significant.

a), b) Replacement of culverts located within jurisdictional streams or irrigation ditches may result in temporary impacts to riparian areas or adjacent wetlands. Prior to replacing any culvert or work within the flow path, LLTT will complete a formal delineation and jurisdictional determination to determine if the drainage is a water of the State/US. If jurisdictional, LLTT will obtain the appropriate permits from the USACE, Lahontan Regional Water Quality Board, and CDFW. With adherence to all permit conditions, impacts in water quality would be less than significant.

A query of the Californian Natural Diversity Database and the US Fish and Wildlife Information for Planning and Consultation database was performed to identify special status species with potential to occur on-site. A summary of the database survey results are summarized in Attachment C. No special status wildlife or plant species have potential to be impacted by the project. No critical habitat will be impacted.

1.5 Cultural Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.5 Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☒
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion:

No Impact. Based on the 2025 Cultural Resources Survey and Assessment Report (DZC 2025), the Project does not require the issuance of any permits to complete, nor does it require ground disturbance and therefore no adverse impacts from the proposed Project were identified. The report recommends "a **Finding of No Impacts** to historical, archaeological, or tribal cultural resources, as defined by CEQA, and a **Finding of No Effects** to historic properties as defined by Nevada Environmental Policy Act (NEPA)."

1.6 Energy

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.6 Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion:

No impact. The proposed project would require the short-term use of some heavy machinery during construction. This equipment would use diesel fuel and generate some emissions. Equipment usage would be limited in duration and conducted in an efficient manner to promote fuel efficiency.

1.7 Geology and Soils

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.7 Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion:

No Impact. The proposed Project does not include any earth moving work and only minor grading and some clearing and grubbing. The MLRT itself is a raised pathway made primarily of gravels and ballast; no native soils will be disturbed from the proposed Project activities. Project activities will be kept within the existing trail corridor, avoiding any unique geologic features or paleontological resources.

1.8 Greenhouse Gas Emissions

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.8 Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion:

Less-than-significant impact.

a) Use construction equipment for grading, clearing and grubbing, or other project activities would contribute to greenhouse gas emissions due to fuel combustion from use of construction equipment; however, these would be temporary and short-term for the duration of maintenance and repair activities on the MLRT segments. The MLRT is already used by the public as a trail and would continue to be used as such following the proposed maintenance and restoration activities.

1.9 Hazards and Hazardous Materials

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.9 Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion:

None. The proposed Project would only use hazardous fuels, lubricants, and motor oil during occasional maintenance or rehabilitation of structures. All hazardous construction materials would be transported, used, and disposed of in accordance with applicable federal, state, and local regulations. During construction, standard BMPs would be implemented to prevent the release of these hazardous materials, such as always having spill kits available, using drip pans, and prohibiting on-site refueling.

The Project Area is located 16.2 miles from Susanville Airport and not within the airport's land use plan. The Project Area is located approximately 300 feet from Ravendale airport. The Ravendale airport is a public airport maintained by Lassen County Public Works but is not regularly attended or staffed (Aiport-data, 2026). The proposed Project would not result in a safety hazard or generate excessive noise for people residing or working near the Project Area. Reference Attachment E.

1.10 Hydrology and Water Quality

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.10 Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i) Results in substantial on- or off-site erosion or siltation;	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion:

Less than Significant.

a) Project activities include replacement of existing culverts to maintain site drainage, and construction activities could result in impacts to water quality. Prior to replacing any culvert or work within the flow path, LLTT will complete a formal delineation and jurisdictional determination to determine if the drainage is a water of the State/US. If jurisdictional, LLTT will obtain the appropriate permits from the USACE, Lahontan Regional Water Quality Board, and CDFW. All culverts will be inspected annually and monitored for sediment and vegetation blockage. All blockages should be removed and vegetation trimmed to ensure flows can pass through the culverts unimpeded. With adherence to all permit conditions, impacts in water quality would be less than significant.

Existing drainage patterns would be maintained.

1.11 Land Use and Planning

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.11 Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion:

No Impact. The Project proposes maintenance and repair on existing infrastructure along the MLRT, which is already in use as an established public trail system. The proposed Project does not involve improvements that would physically divide an established community. The Project is consistent with the approved Lassen/Lake Almanor Basin Regional Trails System Concept Plan (2021), which calls to promote trail enhancement and development projects to promote community growth.

1.12 Mineral Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.12 Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion:

No impact. The Project does not propose any new construction that expands the footprint of the existing rail trail.

1.13 Noise

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.13 Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

Less than significant. Construction activities would have temporary, localized effects on noise levels from the use of construction equipment that would be transported to the trail segments and include a front-end loader, excavator, grader, water truck and standard light utility trucks. However, MLRT segments 2, 4, 5 and 6 are not located near private residences or community-used facilities that qualify as sensitive receptors. Construction activities would occur Monday through Friday during normal construction hours of 7:00 am to 5:00 pm, consistent with Lassen County Noise Element.

The Project Area is located 16.2 miles from Susanville Airport and not within the airport's land use plan. The Project Area is located approximately 300 feet from Ravendale airport. The Ravendale airport is a public airport maintained by Lassen County Public Works but is not regularly attended or staffed (Airport-data, 2026). The proposed Project would not result in a safety hazard or generate excessive noise for people residing or working near the Project Area. Reference Attachment E.

1.14 Population and Housing

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

Discussion:

No Impact. The proposed Project does not include home or business development or the extension of roadways or other infrastructure. The proposed Project can be served by available public service providers.

1.15 Public Services

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.15 Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion:

No Impact. Increases in demand for fire protection, police protection, schools, parks, and other public facilities within Plumas County are driven by population growth and would not be affected by the proposed Project. The proposed Project can be adequately served by the existing service providers at a sufficient service level, and no additional services are required.

1.16 Recreation

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.16 Recreation.				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion:

No impact. The Project proposes maintenance and repair on an existing recreational facility with the intent of increasing use. The project does not include new construction or expansion of the MLRT that could have an adverse physical effect on the environment.

1.17 Transportation

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.17 Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion:

No Impact. The proposed Project would not conflict with any program, plan, ordinance, or policy addressing the circulation of transportation as the rail trail segments 2, 4, 5, and 6 are already in use by the public as part of the larger MLRT system. This Project is identified as a priority in the approved regional Lassen/Lake Almanor Basin Regional Trails System Concept Plan (2021).

1.18 Tribal Cultural Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.18 Tribal Cultural Resources. Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒

Discussion:

No Impact. A Cultural Resource Inventory Report (DZC 2025) for MLRT segments 2, 4, 5, and 6 was conducted by DZC Archaeology & Cultural Resource Consulting, LLC in accordance with CEQA guidelines to evaluate historical, archaeological, and tribal resources. The Area of Potential Effect included 50 feet on either side of the centerline of the MLRT.

The report identified 27 isolated artifacts, three newly observed resources, and updates to 22 previously recorded resources. These resources were predominantly pre-contact or historic and relating to the railroad.

The report recommends a *Finding of No Impacts* and *Finding of No Effect* due to the Project not including ground disturbance outside the existing railroad prism and requiring the issuance of no permits. However, the report includes best practices to minimize impact to cultural resources including inadvertent discovery protocol and protocol for discovery of human remails.

1.19 Utilities and Service Systems

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.19 Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Failing to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion:

No Impact. No water, sewer, gas, or electrical utilities are proposed for the maintenance and rehabilitation of segments 2, 4, 5, and 6 of the MLRT.

1.20 Wildfire

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.20 Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion:

No Impact. The Project Area is within the existing MLRT alignment. The maintenance and rehabilitation of these segments of the MLRT, as well as the on-going maintenance, would not impair emergency response nor the County's evacuation plan.

1.21 Mandatory Findings of Significance

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1.21. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion:

No Impact. The proposed Project has a finding of "No Impact" due to the Project including no ground disturbance and includes only maintenance and rehabilitation of an existing trail, the MLRT, which is currently used by the public as a trail. Additionally, no permits are required for the proposed Project, which further supports the *Finding of No Impact*.

CEQA Environmental Checklist Form
Explanations & Supporting Information Sources

Evaluation of Environmental Impacts
Issues and Significance Criteria Identified

Project: Modoc Line Rail Trail Maintenance and Rehabilitation, Lassen Land & Trails Trust

Section 1.4 Biological Resources

Level of Significance: Less-than-significant impact.

b), c) Replacement of some culverts located within intermittent streams or active irrigation ditches may result in temporary impacts to riparian areas or adjacent wetlands. Prior to replacing any culvert or work within the flow path, LLTT will complete a formal delineation and jurisdictional determination to determine if the drainage is a water of the State/US. If jurisdictional, LLTT will obtain the appropriate permits from the USACE, Lahontan Regional Water Quality Board, and CDFW. With adherence to all permit conditions, impacts in water quality would be less than significant.

Section 1.8 Green House Gases

Level of Significance: Less-than-significant impact.

a) Use construction equipment for grading, clearing and grubbing, or other project activities would contribute to greenhouse gas emissions due to fuel combustion from use of construction equipment; however, these would be temporary and short-term for the duration of maintenance and repair activities on the MLRT segments. The MLRT is already used by the public as a trail and would continue to be used as such following the proposed maintenance and restoration activities.

Section 1.10 Hydrology and Water Quality

Level of Significance: Less-than-significant impact.

a) Project activities include replacement of existing culverts to maintain site drainage, and construction activities could result in impacts to water quality. Prior to replacing any culvert or work within the flow path, LLTT will complete a formal delineation and jurisdictional determination to determine if the drainage is a water of the State/US. If jurisdictional, LLTT will obtain the appropriate permits from the USACE, Lahontan Regional Water Quality Board, and CDFW. All culverts will be inspected annually and monitored for sediment and vegetation blockage. All blockages should be removed and vegetation trimmed to ensure flows can pass through the culverts unimpeded. With adherence to all permit conditions, impacts in water quality would be less than significant.

Existing drainage patterns would be maintained.

Section 1.10 Noise

Level of Significance: Less-than-significant impact.

a) Construction activities would have temporary, localized effects on noise levels from the use of construction equipment that would be transported to the trail segments and include a front-end loader, excavator, grader, water truck and standard light utility trucks. However, MLRT segments 2, 4, 5 and 6

are not located near private residences or community-used facilities that qualify as sensitive receptors. Construction activities would occur Monday through Friday during normal construction hours of 7:00 am to 5:00 pm, consistent with Lassen County Noise Element.

The Project Area is located 16.2 miles from Susanville Airport and not within the airport's land use plan. The Project Area is located approximately 300 feet from Ravendale airport. The Ravendale airport is a public airport maintained by Lassen County Public Works but is not regularly attended or staffed (Airport-data, 2026). The proposed Project would not result in a safety hazard or generate excessive noise for people residing or working near the Project Area. Reference Attachment E.

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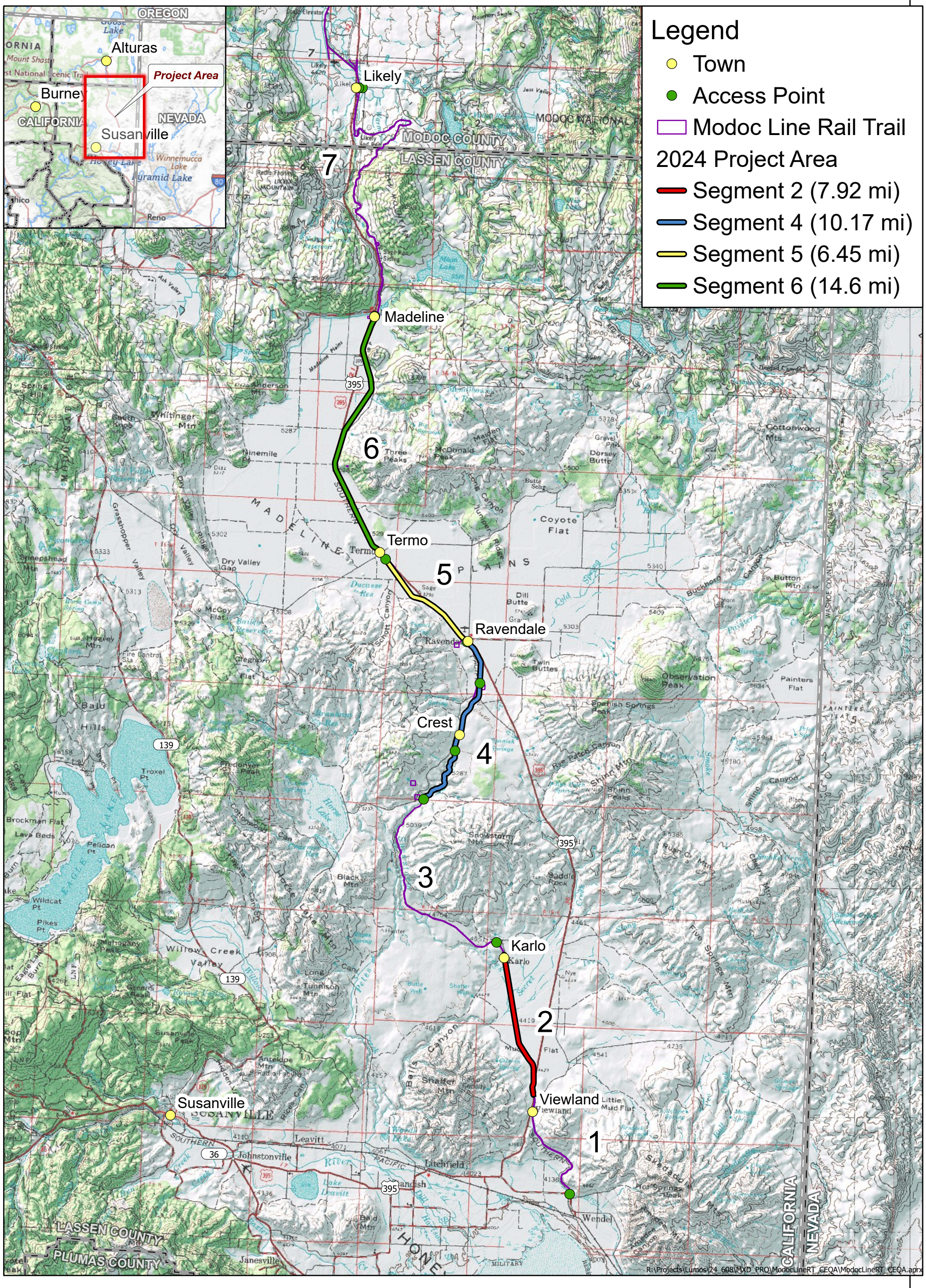
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Attachment A

Location Map



0 2.4 4.8 Miles

1 In = 4.8 Mi

N

Figure 1

Project Location and Vicinity Map

Modoc Line Rail Trail
Maintenance & Rehabilitation Project

6/20/2025

Resource Concepts Inc

Attachment B

Photos Plates

Attachment B – Photo Plates



Photo 1: Overview of the southernmost end of Project Area at Segment 2, which begins off US-395 near the town of Viewland approximately 8 miles due north of Honey Lake, CA. View looking southeast toward US-395.



Photo 2: Overview of northern end of Segment 2 near the town of Karlo, view looking northeast.

Attachment B – Photo Plates



Photo 3: Overview of southern end of Segment 4, which begins in a narrow valley on the west side of Snowstorm Mountain, view looking southwest toward meadow area with grazing allotments.



Photo 4: Overview of the northern end of Segment 4, which crosses through the town of Ravendale, adjacent to US-395. View looking north.

Attachment B – Photo Plates



Photo 5: Overview of the beginning of Segment 5 as it passes through the town of Ravendale. Several rural roads cross the MLRT in this area, view looking north.



Photo 6: Overview of the north end of Segment 5, which mostly parallels US-395 (visible on left side of picture). This segment of the MLRT ends to the north near the town of Termo. View looking southeast.

Attachment B – Photo Plates



Photo 7: Overview of the southern end of Segment 6 just north of the town of Termo. Most of this segment also parallels US-395 except for one area to the north which crosses through irrigated agricultural land.

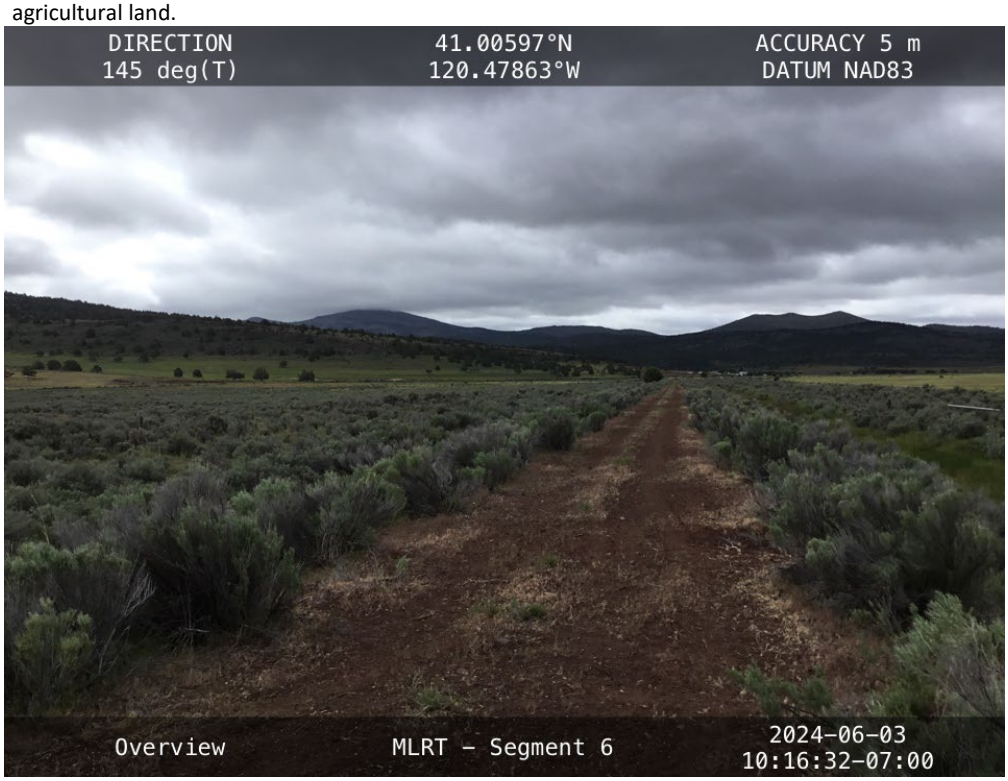


Photo 8: Overview of the northernmost end of the Project Area and northern end of Segment 6 of the MLRT, which crosses through the town of Madeline. This picture shows pasture on the left and an irrigated agricultural field on the right. View looking southeast.

Attachment C

Biological Evaluation

Modoc Line Rail Trail
Maintenance and Rehabilitation Project

Special Status Species Assessment

Special-status species are plants and animals that are legally protected under the California Endangered Species Act (CESA) (Fish and Game Code, §2050 et seq.), the Endangered Species Act (ESA), or other regulations. For the purposes of this study, special-status species are defined as:

- Species listed or proposed for listing as threatened or endangered under the ESA;
- Species that are candidates for possible future listing as threatened or endangered under the ESA;
- Species that are listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA);
- Species that are listed as Sensitive by the Bureau of Land Management
- Plants considered by CDFG and CNPS to be "rare, threatened, or endangered in California" (Rare Plants Ranks as 1B and 2; California Department of Fish and Game, 2015a), and California Native Plant Society, 2015);
- Species that meet the definition of rare or endangered under the State CEQA Guidelines, Section 15380;
- Animals fully protected in California (Fish and Game Code, §3511 for birds, §4700 for mammals, and §5050 for reptiles and amphibians; or animal species of special concern to the CDFG (California Department of Fish and Game, 2011).

Table 1. Potential for Special Status Species to Occur in the Project Area. The list was compiled through review of the CDFW BIOS database (CDFW 2025), the USFWS Species List (USFWS 2026), and CNPS Electronic Inventory (CNPS 2025) searches. The following seventeen USGS quadrangles were included in the search: Tule Mountain, Holbrook Canyon, Madeline, Cold Spring Mountain, Anderson Mountain, McDonald Peak, Termo, Ravendale, West of Snowstorm Mountain, Snowstorm Mountain, Petes Valley, Karlo, Five Spring, Litchfield, Shaffer Mountain, Little Mud Flat, and Wendel Hot Spring.

Wildlife			
Birds	**Status**	**Habitat Requirements**	**Potential to Occur in Project Area**
American Goshawk *(Accipiter atricapillus)*	S SSC	Usually nests on north slopes, near water. Preferring red fir, lodgepole pine, Jeffrey pine, and aspen trees for nests; typically found within the vicinity of coniferous forests. Species use old nests and maintain other nests as alternative sites.	The project area includes the existing disturbed MLRT railroad prism. There are no trees or potential for nesting within the project area. No adjacent coniferous forests. **No potential to occur.**
Tricolored Blackbird *(Agelaius tricolor)*	ST SSC S	Highly colonial species, most numerous in central valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony. Nearest documented locations at Honey Lake Wildlife Area	The project area includes the existing disturbed MLRT railroad prism. There is no open water habitat within the project area. There are open water ditches adjacent to the MRLT in small areas that provide habitat and individuals may pass through project area but are not likely to be impacted. **Not likely to occur.**
Greater Sandhill Crane *(Antigone canadensis tabida)*	ST S FP	Nests in wetland habitats in northeastern California; winters in the Central Valley. Prefers grain fields within 4 miles of a shallow body of water used as a communal roost site; irrigated pastured used as loafing site. Nearest documented locations at Honey Lake Wildlife Area approximately five miles south of Wendle and at a location 3.5 miles WSW of Madeline.	The project area includes the existing disturbed MLRT railroad prism. There is no wetland habitat within the limits of the MLRT project area. Wetlands, agricultural fields and pastures due abut the project area, and individuals may pass through project area but are not likely to be impacted. **No potential to occur.**
Burrowing Owl (*Athene cunicularia)*	SC SSC	Open, dry annual perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. Closest documented occurrence is along east edge of Honey Lake.	The project area includes the existing disturbed MLRT railroad prism trail made of compacted ballast and gravel. There is no suitable nesting soils. **No potential to occur.**

Golden Eagle (*Aquila chrysaetos*)	S FP	Cliff walled canyons and large trees in rolling foothills, mountain areas, sage-juniper flats, and deserts.	The project area includes the existing disturbed MLRT railroad prism. There are no canyons, large trees, mountain areas, sage-juniper flats, or deserts within the project area. Portions of the project do pass through nearby canyons and suitable golden eagle habitat. Individuals may pass through, but no impacts would likely occur. **Not likely to occur.**
Swainson's Hawk (*Buteo swainsoni)*	ST S	Breeds in grassland withs scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch with groves or lines of trees.	The project area includes the existing disturbed MLRT railroad prism. No perching habitat is present within the project area. The project area abuts agricultural fields and ranches. Individuals may pass through while foraging, but no impacts would likely occur. **Not likely to occur.**
Bald Eagle *(Haliaeetus leucocephalus)*	FD SE S	Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests are within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	The project area includes the existing disturbed MLRT railroad prism. No large trees or perching habitat exists within the project area. **No potential to occur.**
Bank Swallow *(Riparia riparia)*	ST S	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes ocean to dig nesting holes.	The project area includes the existing disturbed MLRT railroad prism. There is no potential nesting habitat within the project area. **No potential to occur.**
MAMMALES	**Status**	**Habitat Requirements**	**Potential to Occur in Project Area**
Pygmy Rabbit *(Brachylagus idahoensis)*	S SSC	Sagebrush, bitterbrush, and pinyon-juniper habitats in Modoc, Lassen, and Mono counties. Tall, dense, large-shrub stages of sagebrush, greasewood and rabbitbrush. May avoid heavily grazed areas.	The MLRT prism is a man-made trail of compacted ballast and gravel that is actively used by the public. The MLRT prism does not contain tall, dense stands of shrubs or pinyon-juniper habitat. **No potential to occur.**

Gray Wolf *(Canis lupus)*	FE SE	Habitat generalists, historically occupying diverse habitats including tundra, forests, grasslands, and deserts. Primary habitat requirements are the presence of adequate ungulate prey, water, and low human contact. Last documented occurrence within Lassen County was in 1924.	The project area traverses adjacent to suitable habitat, but based on CNDDB survey records, this species is not likely to occur or be impacted by the project. **Not likely to occur.**
Reptiles	**Status**	**Habitat Requirements**	**Potential to Occur in Project Area**
Northwestern Pond Turtle *(Actinemys marmorata)*	FPT	The northwestern pond turtle requires year-round water and some aquatic vegetation.	There is no year-round water habitat within the project area. The ditches next to the project area that are wetlands or are seasonally wet are not connected to larger bodies of water where turtle habitat may exist. **No potential to occur.**
INSECTS	**Status**	**Habitat Requirements**	**Potential to Occur in Project Area**
Suckley's Cuckoo Bumble Bee *(Bombus* suckleyi*)*	FPE	In habitas grasslands, mesic and wet meadow, and prairies; prefers areas with abundant native wildlflowers. No critical habitat has been designated for this species. No documented occurrences within proximity to Project Area.	The project area includes the existing disturbed MLRT railroad prism with little vegetation within project extent. **No potential to occur.**
Monarch Butterfly *(Danaus plexippus)*	FPT	Milkweed and other flowering plant species are needed for breeding and as nectar sources, respectively.	The project area includes the existing disturbed MLRT railroad prism with little vegetation within project extent. No milkweed species were observed during the field survey conducted on June 3 and 4, 2024. **No potential to occur.**
Carson Wandering Skipper *(Pseudocopaeodes eunus obscurus)*	FE	Salt grass and milkweed, grassland habitats, alkaline soils, and the presence of geothermal activity in the surrounding area are typical conditions that support this species.	The project area includes the existing disturbed MLRT railroad prism with little vegetation within project extent. Swaths of salt grass and milkweed were not present within the project area. Additionally, the MLRT elevation is raised above the natural soil in most areas and is made of compacted ballast and rock. **No potential to occur.**
PLANTS			
Grass Alisma *(Alisma gramineum)*	2B.2	Marshes and swamps. Freshwater marsh. 125-1735 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**

Great Basin Onion *(Allium atrorubens var. atrorubens)*	2B.3	Great Basin scrub, pinyon and juniper woodland. In sandy, rocky, gravelly, or sometimes clay soils. 1235-2320 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing prism and will not exceed 16 feet in width. Little to no vegetation is present on the trail surface or adjacent slopes. **No potential to occur.**
Hillside Arnica *(Arnica fulgens)*	2B.2	Great Basin scrub, lower montane coniferous forest, meadows and seeps. Open, damp depressions and meadows in sagebrush scrub or juniper woodland. 1310-2195 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Field Milk-Vetch *(Astragalus agrestis)*	2B.2 S	Great Basin scrub, meadows and seeps. Vernally mesic sites. 1560-1615 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Greyer's Milk-Vetch *(Astragalus geyeri var. geyeri)*	2B.2	Chenopod scrub, Great Basin scrub. Sandy flats and valley floors, depressions in mobile or stabilized dunes, and along draws. 1155-1985 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Hillman's Silverscale *(Atriplex argentea var. hillmanii)*	2B.2	Great Basin scrub, meadows and seeps. Alkaline meadows in scrub. 895-1590 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Falcate Saltbush *(Atriplex gardneri var. falcata)*	2B.2	Chenopod scrub, Great Basin scrub. Usually on subalkaline soils in low chenopod scrub. 1245 – 1375 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Wheat Sedge *(Carex atherodes)*	2B.2	Meadows and seeps, marshes and swamps, pinyon and juniper woodland. 1300-1540 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**

Sheldon's Sedge *(Carex sheldonii)*	2B.2	Along creeks and in wet meadows within lower montane coniferous forest, marshes and swamps, and riparian scrub. 1070-1985 m.	The MLRT prism is a man-made trail of compacted ballast and gravel that is actively used by the public. The project area will be limited to the existing prism and will not exceed 16 feet in width. Little to no vegetation is present on the trail surface or adjacent slopes. **No potential to occur.**
Western Valley Sedge *(Carex vallicola)*	2B.3	Great Basin scrub, meadows and seeps. Mesic sites. 1865-3045 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**
Cruciform Evening-Primrose *(Chylismia claviformis ssp. cruciformis)*	2B.3	Chenopod scrub, Great Basin scrub. Clay soils. 1215-1585 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Ornate Dalea *(Dalea ornata)*	2B.1	Pinyon and juniper woodland. In areas of vertisol clay soil. Open rocky hillsides. 1360-1410 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Spiked Larkspur *(Delphinium stachydeum)*	2B.3	Upper montane coniferous forest, Great Basin scrub. Known in CA only from the Warner MTNS, on a dry, rocky ridge. 1420-2560 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**
Great Basin Downingia *(Downingia laeta)*	2B.2	Great Basin scrub, meadows and seeps, freshwater marshes, pinyon and juniper woodland, vernal pools. In mesic sites or wetlands. 1215-1805 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Nelson's Evening-Primrose *(Eremothera minor)*	2B.3	Chenopod scrub, Great Basin scrub. Sandy slopes, flats. 1215-1410 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**

Dugway Wild Buckwheat *(Eriogonum nutans var. nutans)*	2B.3	Great Basin scrub, chenopod scrub. Sandy or gravelly sites; also cited as often as in greasewood scrub in flat, silty areas. 1215-2895 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Ochre-Flowered Buckwheat *(Eriogonum ochrocephalum var. ochrocephalum)*	2B.2	Great Basin scrub, pinyon and juniper woodland. Volcanics or clay. 1215-1985 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Prostrate Buckwheat *(Eriogonum prociduum)*	1B.2 S	Great Basin scrub, pinyon and juniper woodland, upper montane coniferous forest. Dry volcanic slopes and hills, 1300-2685 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Ephemeral Monkeyflower *(Erythranthe inflatula)*	1B.2 S	Great Basin scrub, lower montane coniferous forest, pinyon and juniper woodland. Gravelly or rocky sites; vernally mesic. 1245-1770 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Modoc Green-Gentian *(Frasera albicaulis var. modocensis)*	2B.3	Great Basin scrub, upper montane coniferous forest. Openings. 900-1750 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Aleppo Avens *(Geum aleppicum)*	2B.2	Meadows and seeps, Great Basin scrub, lower montane coniferous forest. 1020-1990 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism where there are no meadows, wetlands, or seeps. Little to no vegetation is present on the trail surface or adjacent slopes. **No potential to occur.**

Boggs Lake Hedge-Hyssop *(Gratiola heterosepala)*	SE 1B.2 S	Marshes and swamps (freshwater), vernal pools. Clay soils; usually in vernal pools, sometimes on lake margins. 4-2410 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**
Baliey's Ivesia *(Ivesia baileyi var. baileyi)*	2B.3	Lower montane coniferous forest, Great Basin scrub. Crevices in volcanic rock cliffs and on rock outcrops. 1340-2530 M.	The MLRT prism is a man-made trail of compacted ballast and gravel that is actively used by the public. The project area will be limited to the existing prism and will not exceed 16 feet in width. Little to no vegetation is present on the trail surface or adjacent slopes. **No potential to occur.**
Webber's Ivesia *(Ivesia webberi)*	FT 1B.1	Great Basin scrub, lower montane coniferous forest, pinyon and juniper woodland. Rocky or gravelly volcanic soils. 1035-1920 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Macdougals's Lomatium *(Lomatium foeniculaceum* ssp. *macdougalii)*	2B.2	Chenopod scrub, great basin scrub, lower montane coniferous forest, pinyon and juniper woodland. 1215-2205 M	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Henderson's Lomatium *(Lomatium hendersonii)*	2B.3	Pinyon and juniper woodland, Great Basin scrub, lower montane coniferous forest. Rocky, clay soils. 1460-2075 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Paiute Lomatium *(Lomatium ravenii* var. *paiutense)*	2B.3	Great Basin scrub. Rocky, gravelly, volcanic with underlying clay. 1610-1830 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**

Raven's Lomatium *(Lomatium ravenii var. ravenii)*	1B.3 S	Great Basin scrub. Adobe, clay loam, alkaline. 1615-1775 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Intermontane Lupine *(Lupinus pusillus var. intermontanus)*	2B.3	Great Basin scrub. Sandy soils. 1185-2060 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Lilliput Lupine *(Lupinus uncialis)*	2B.2 S	Great Basin scrub, pinyon and juniper woodland. Hilltops, bluffs, barrens, and talus in sagebrush scrub and pinyon and juniper woodland. On limestone, rhyolite, volcanic ash, etc. 1300-1495 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Dwarf Monolepis *(Micromonolepis pusilla)*	2B.3	Great Basin scrub. Alkaline sites, openings. 1355-2195 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Slender Orcutt Grass *(Orcuttia tenuis)*	FT SE 1B.1	Vernal pools, often in gravelly substrate. 21-1755 m.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no vernal pools within the extent of the project area. **No potential to occur.**
Great Basin Lousewort *(Pedicularis centranthera)*	2B.3 S	Great Basin scrub. Alluvial fans; dry, ashy loam w/artemisia tridentata, juniperus, chrysothamnus, etc. 1345-1405 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Susanville Beardtongue *(Penstemon sudans)*	4.3 S	Grows in rocky, volcanic soils and sometimes on roadsides within Great Basin scrub, lower montane coniferous forest, and in pinyon and juniper woodland habitats. This species is found within elevations ranging from 1,280-2,430 meters.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**

Playa Phacelia *(Phacelia inundata)*	1B.3 S	Grows in sagebrush scrub, alkali sink, yellow-pine forest, and wetland-riparian communities. Typically occurring on dried edges of alkali lakes and sinks and in inundated clay soils. 1340-1585 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There are no alkali lakes or sinks within the project area. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Squarestem Phlox *(Phlox muscoides)*	2B.3	Open rocky slopes in alpine boulder and rock fields, subalpine coniferous forest, and great basin scrub. 1280-2625 m.	The MLRT prism is a man-made trail of compacted ballast and gravel that is actively used by the public. The project area will be limited to the existing prism and will not exceed 16 feet in width. Little to no vegetation is present on the trail surface or adjacent slopes. **No potential to occur.**
Williams' Combleaf *(Polyctenium williamsiae)*	1B.2 S	Great Basin scrub, marshes and swamps, pinyon and juniper woodland, playas, vernal pools. 1345-2530 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Spiny Milkwort *(Rhinotropis subspinosa)*	2B.2	Great Basin scrub, pinyon and juniper woodland. Volcanic mesas, gravelly soils; often in sagebrush scrub. 1215-1725 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Winged Dock *(Rumex venosus)*	2B.3	Great Basin scrub. Sandy substrates; broadly distributed; just barely gets into California at Honey Lake Valley. 1215-1405 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Currant-Leaved Desert Mallow *(Sphaeralcea grossulariifolia)*	2B.3	Chenopod scrub, Great Basin scrub. Volcanic soils. 1200-2300 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**

Hairy Marsh Hedge-Nettle *(Stachys pilosa)*	2B.3	Great Basin scrub, meadows and seeps. Mesic sites. 785-2045 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism where there are no meadow, wetlands, or seeps. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Green-Flowered Prince's Plume *(Stanleya viridiflora)*	2B.3	Great Basin scrub. Ash deposits in sagebrush scrub. These ash mounds generally support less than 5% vegetation cover. 1300-1600M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Woolly Stenotus *(Stenotus lanuginosus var. lanuginosus)*	2B.2 S	Pinyon and juniper woodland, Great Basin scrub, meadows and seeps. Exposed ridges and flats in shallow, rocky soil. Often in sagebrush at edges of other vegetation types. 1545-1935 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Broadleaf Pondweed *(Stuckenia striata)*	2B.3	Marshes and swamps. Lakes, ponds, rivers, and drainage canals. -70-2135 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. There is no suitable habitat within the extent of the project area. **No potential to occur.**
Western Seablite *(Suaeda occidentalis)*	2B.3	Great Basin scrub. Alkaline soils; mesic sites. 1205-2015 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Many-Flowered Thelypdoium *(Thelypodium milleflorum)*	2B.2	Great Basin scrub, chenopod scrub. Big sagebrush and rabbitbrush/bitterbrush scrubs in sandy soils; often w/other sand-related herbs. 1200-2500 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**
Hollyleaf Clover *(Trifolium gymnocarpon)*	2B.3	Great Basin scrub, pinyon and juniper woodland. 1460-1920 M.	The MLRT prism is a man-made trail of compacted ballast and gravel. The project area will be limited to the existing railway prism. Little to no vegetation is present on the trail surface or adjacent slopes. **Not likely to occur**

***Status**

Federal:

FE- Federal Endangered
FT – Federal Threatened
FPE – Federal Proposed Endangered
FPT – Federal Proposed Threatened
FC – Federal Candidate
FPD – Federal Proposed for Delisting

State:

CE – California Endangered
CT – California Threatened
CR – California Rare
CC – California Candidate

CNPS

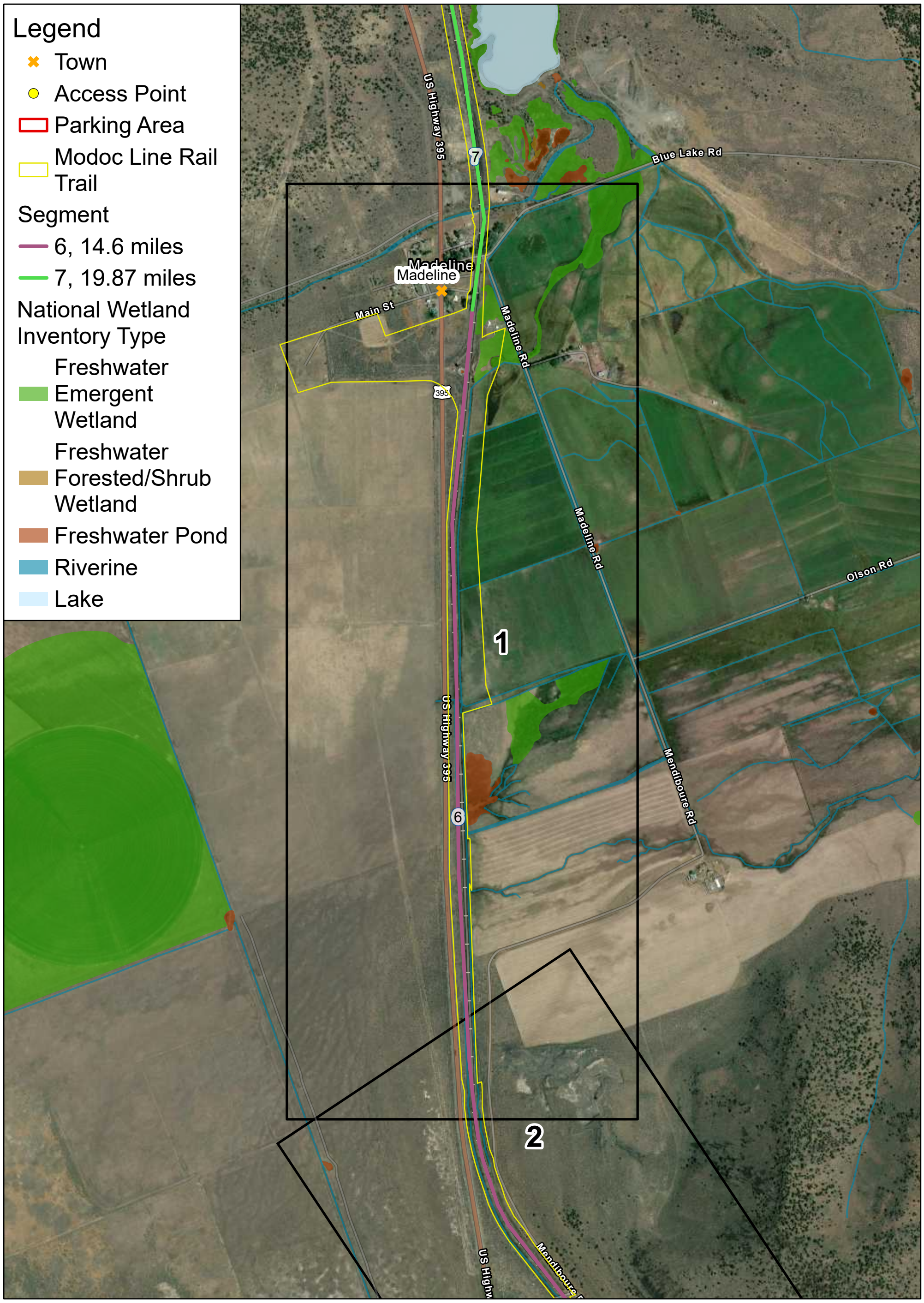
1B.1 = Rare, threatened, or endangered in CA and elsewhere; seriously endangered in CA.
1B.2 = Rare, threatened, or endangered in CA and elsewhere; fairly endangered in CA.
1B.3 = Rare, threatened, or endangered in CA, but more common elsewhere. Not very endangered in CA.
2B.2 = Endangered in CA; fairly endangered in CA.
2B.3 = Endangered in CA; not very endangered in CA.

BLM

S = Sensitive

Attachment D

Nation Wetland Inventory



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

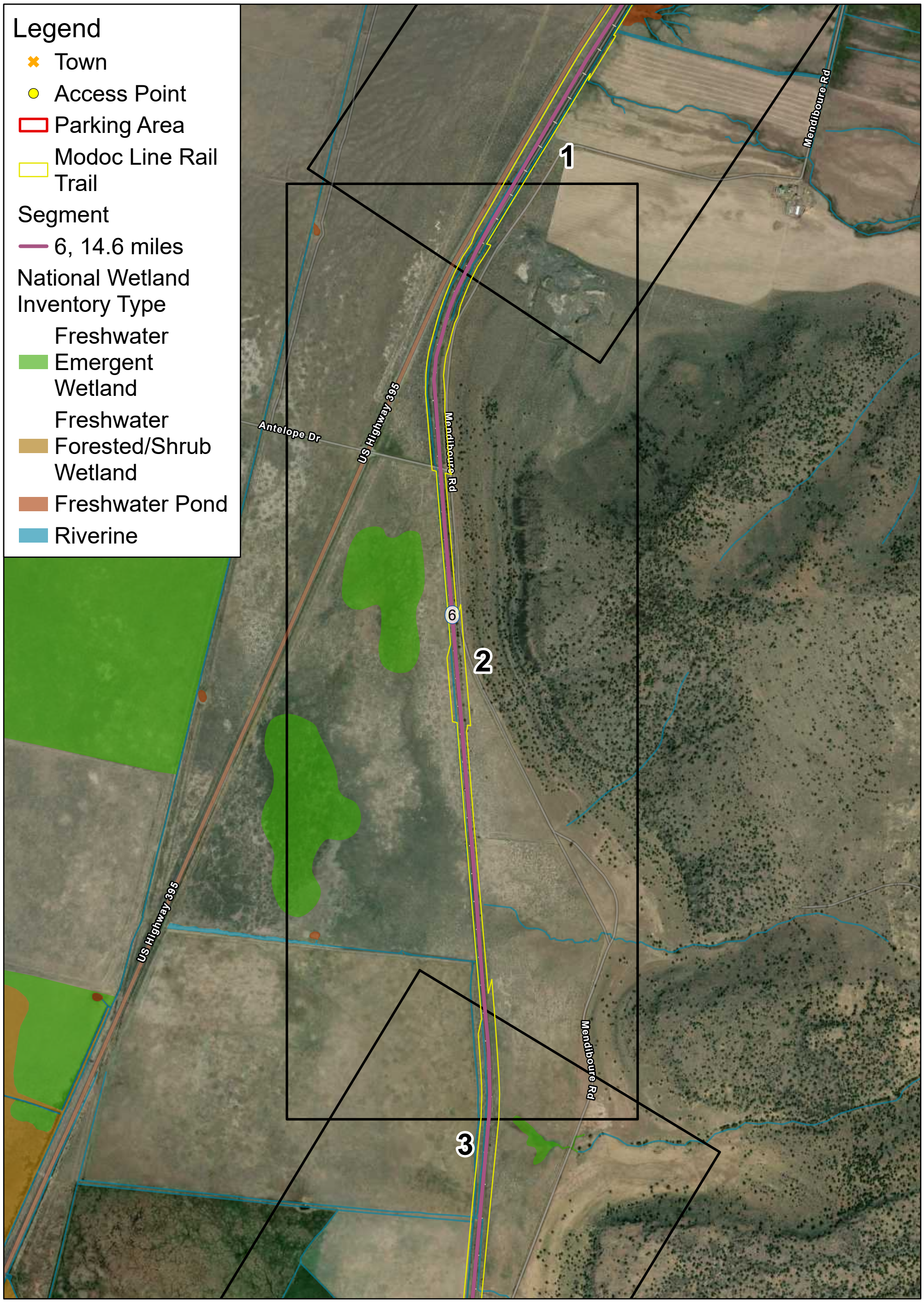
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5/30/2024

Resource Concepts Inc

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Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

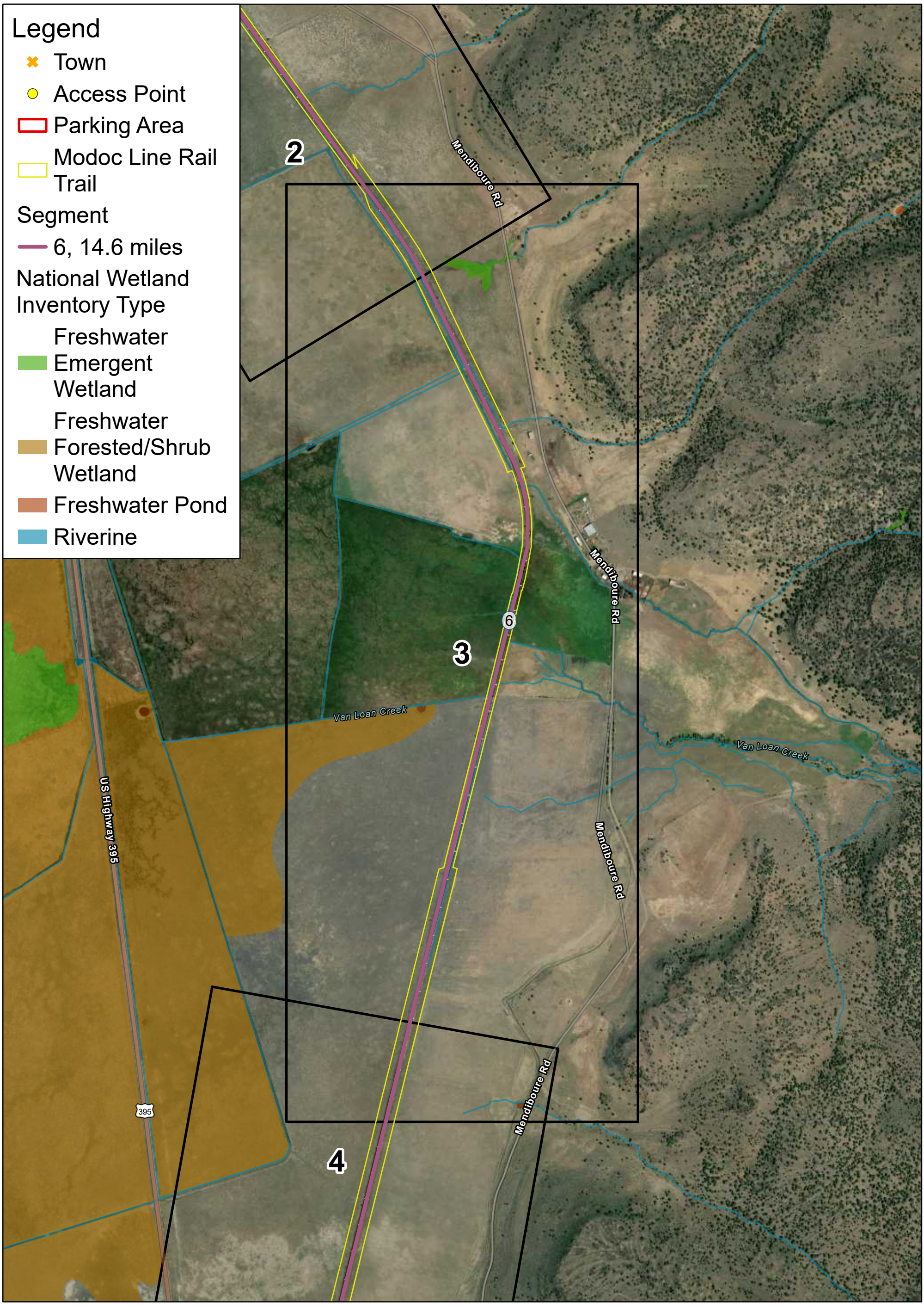
1 In = 1,000 Ft

N

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 6, 14.6 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

3

4

5

6

US Highway 395

Mendiboure Rd

Brockman

Brockman Rd

Three Mile Cyn

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

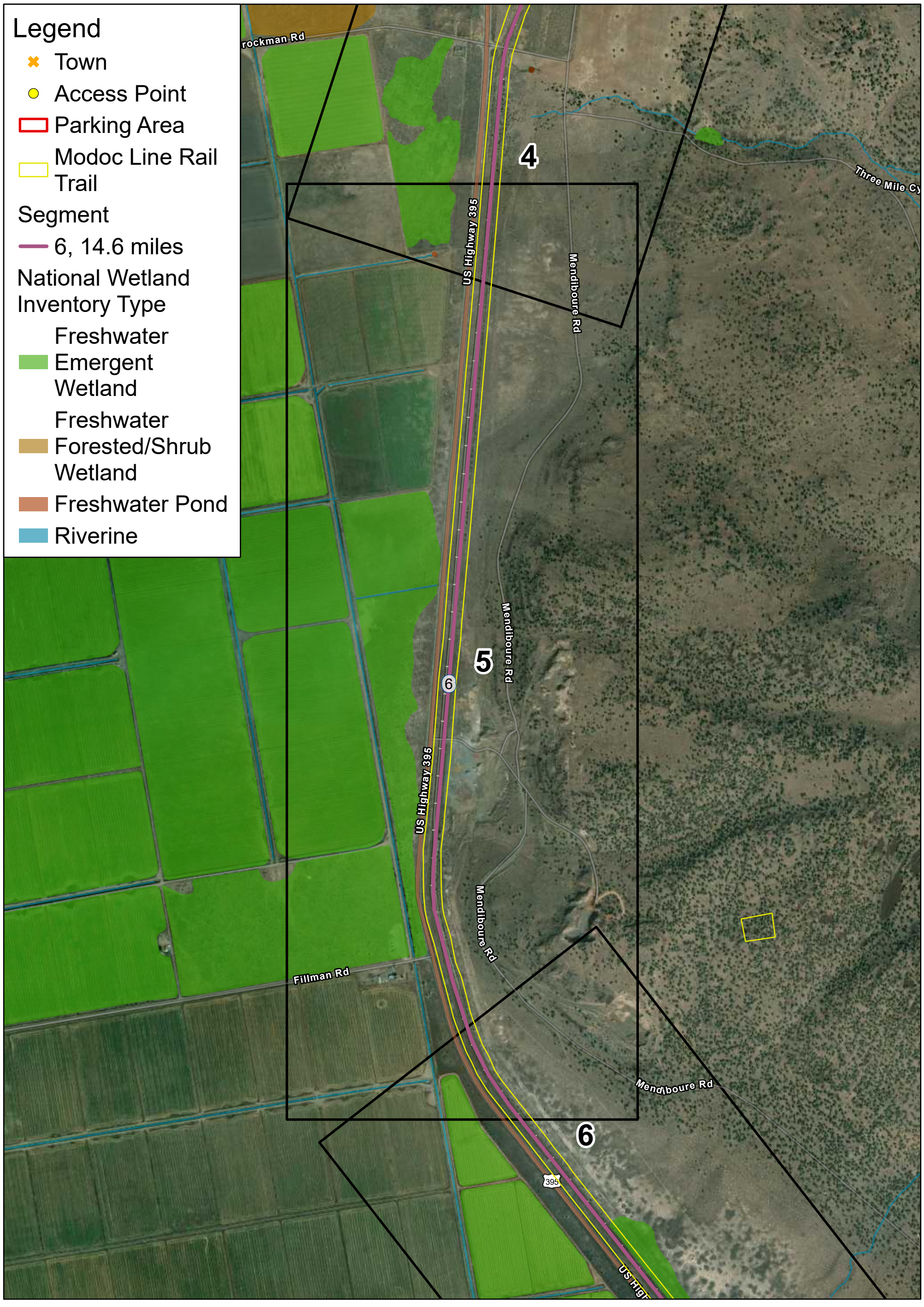
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

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Project:
County:
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National Wetland Inventory

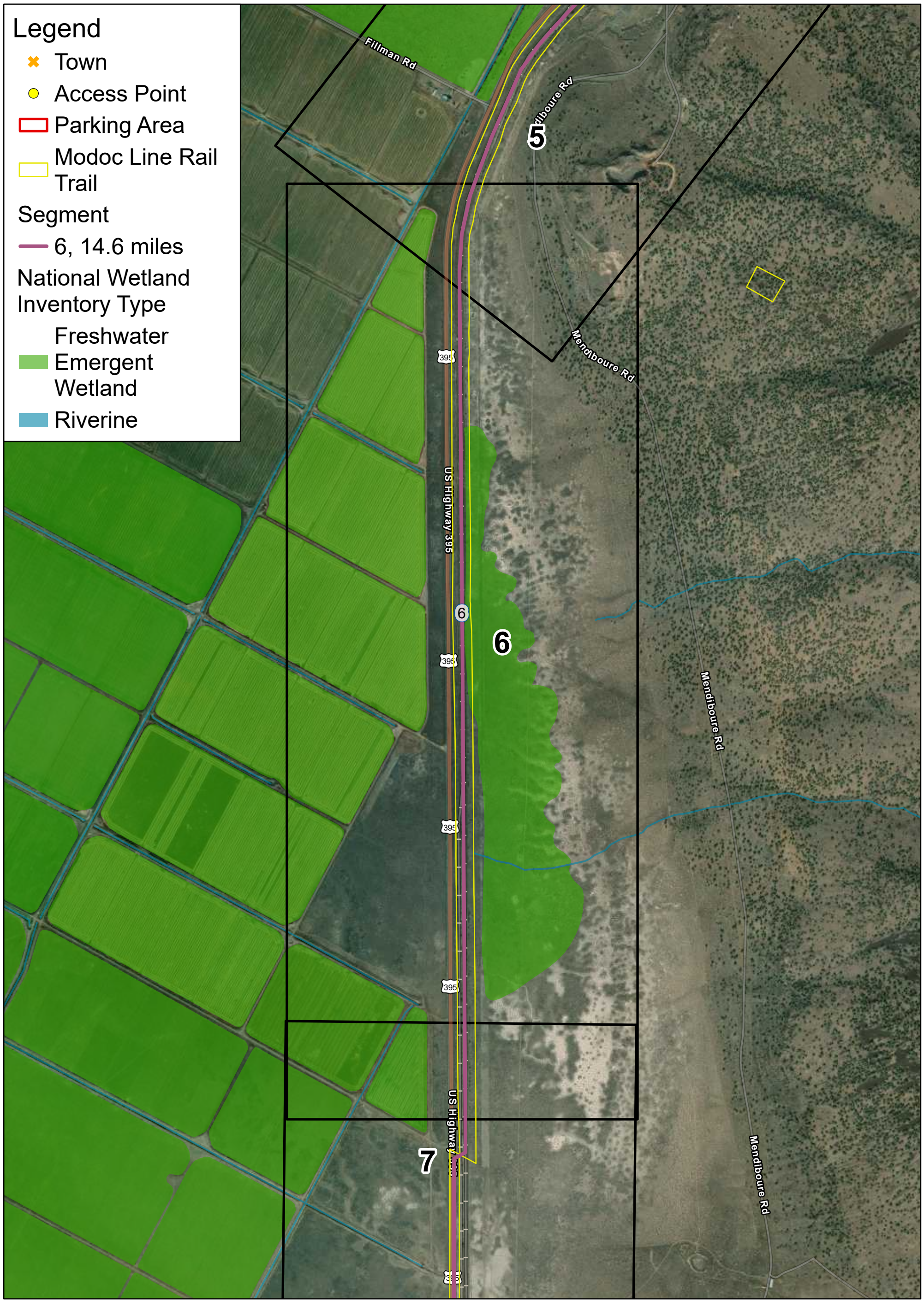
0 500 1,000 Feet

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5/30/2024

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Resource Concepts Inc



Project:
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National Wetland Inventory

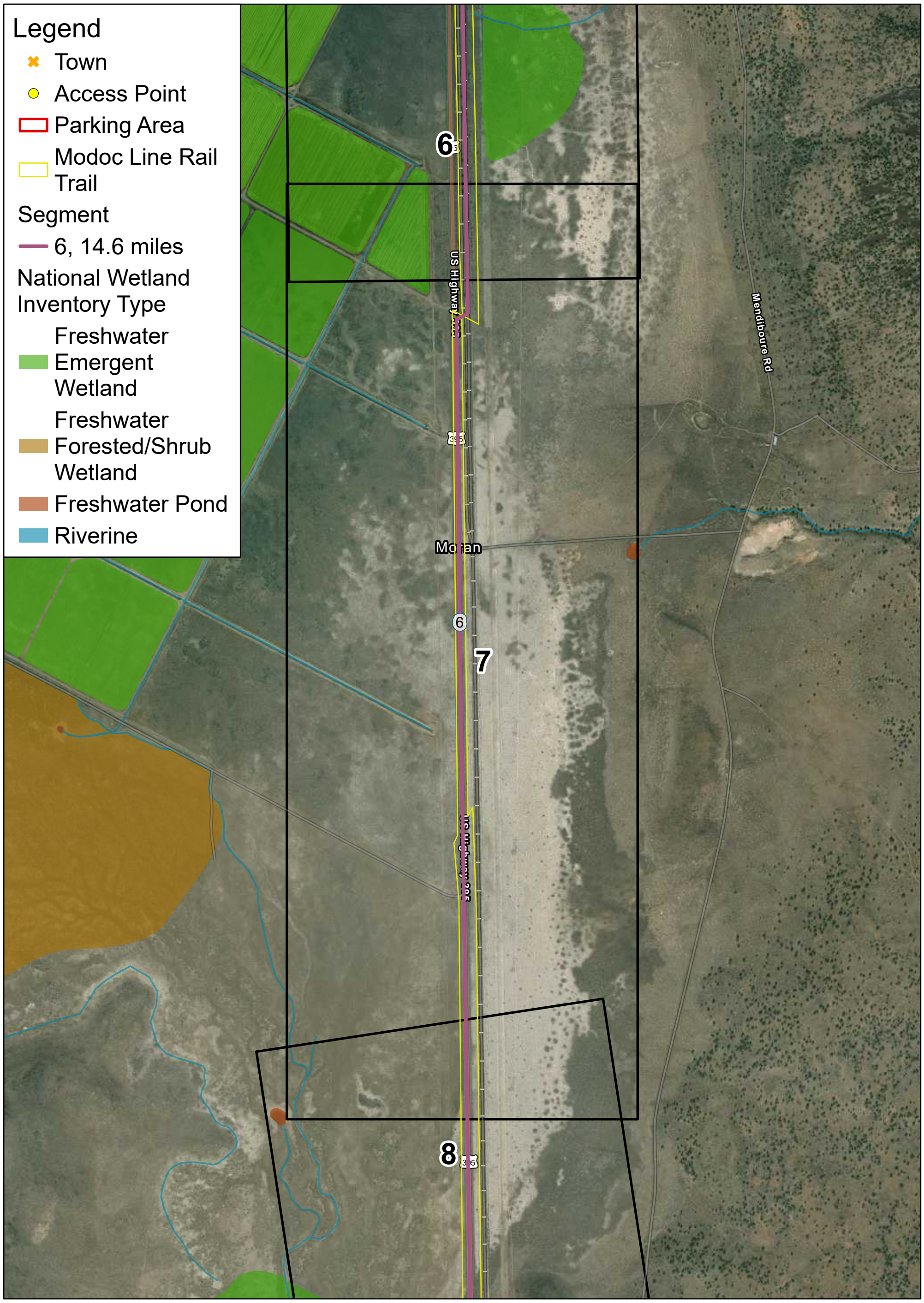
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx



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National Wetland Inventory

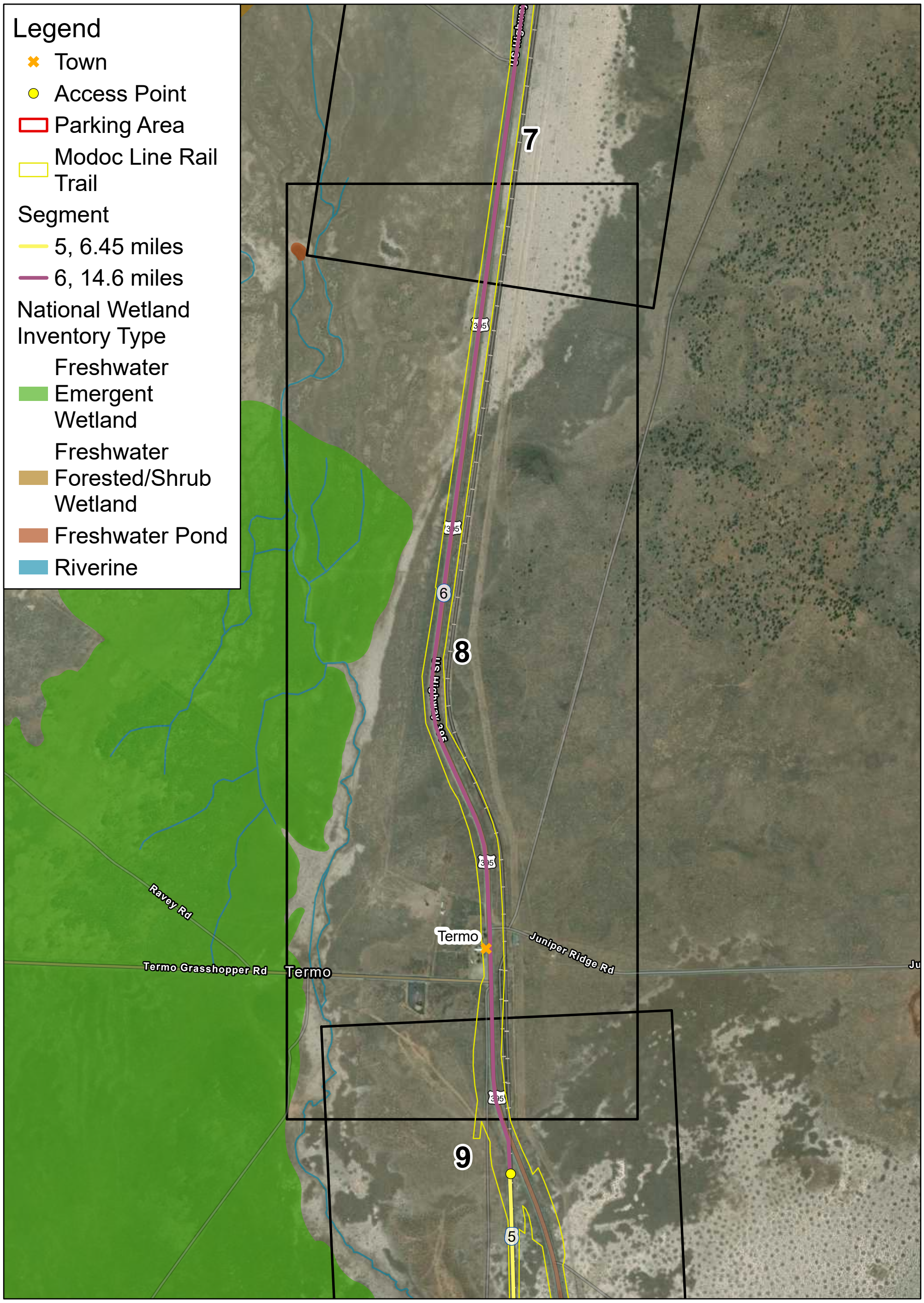
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

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Resource Concepts Inc



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

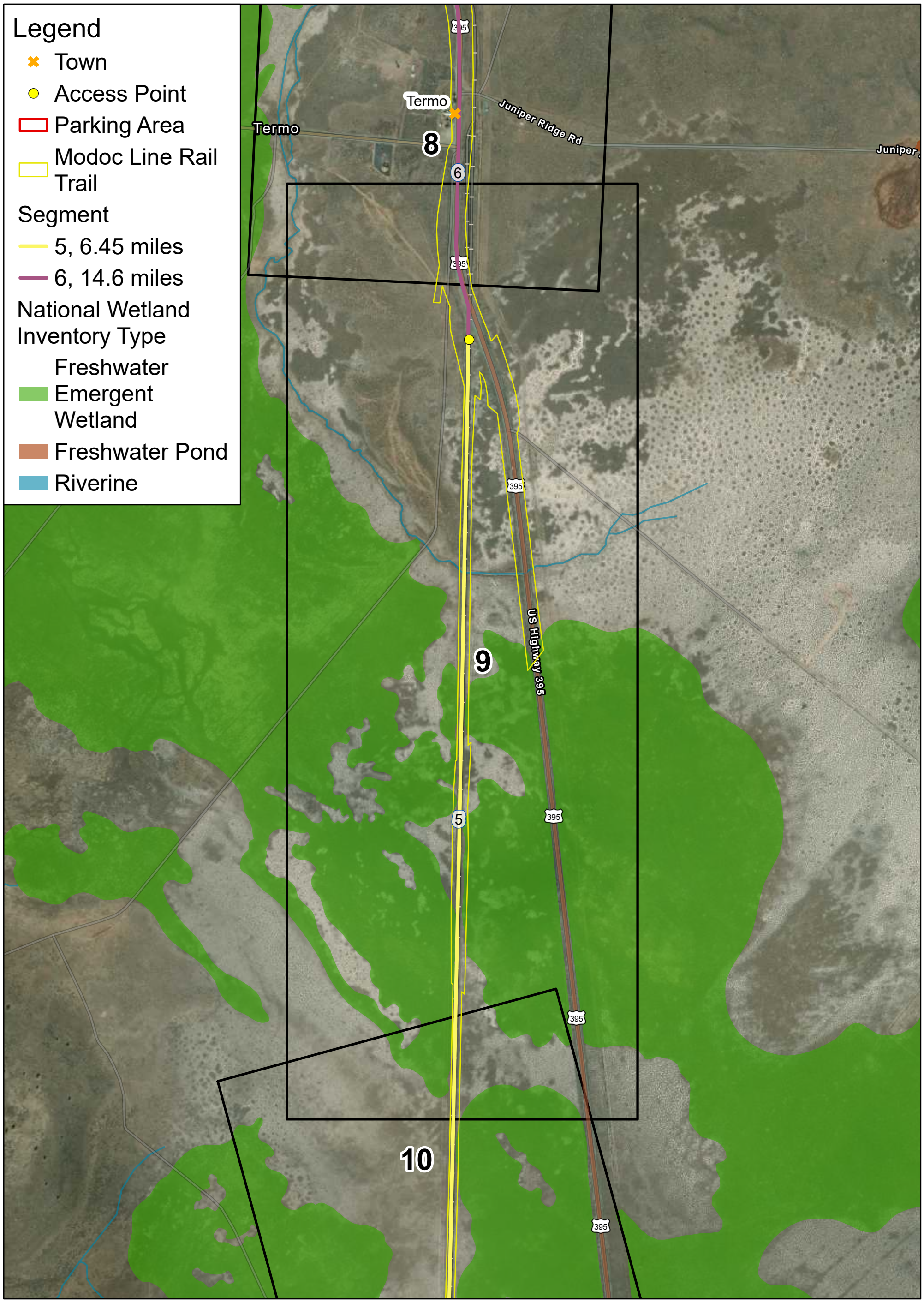
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

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Resource Concepts Inc



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Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

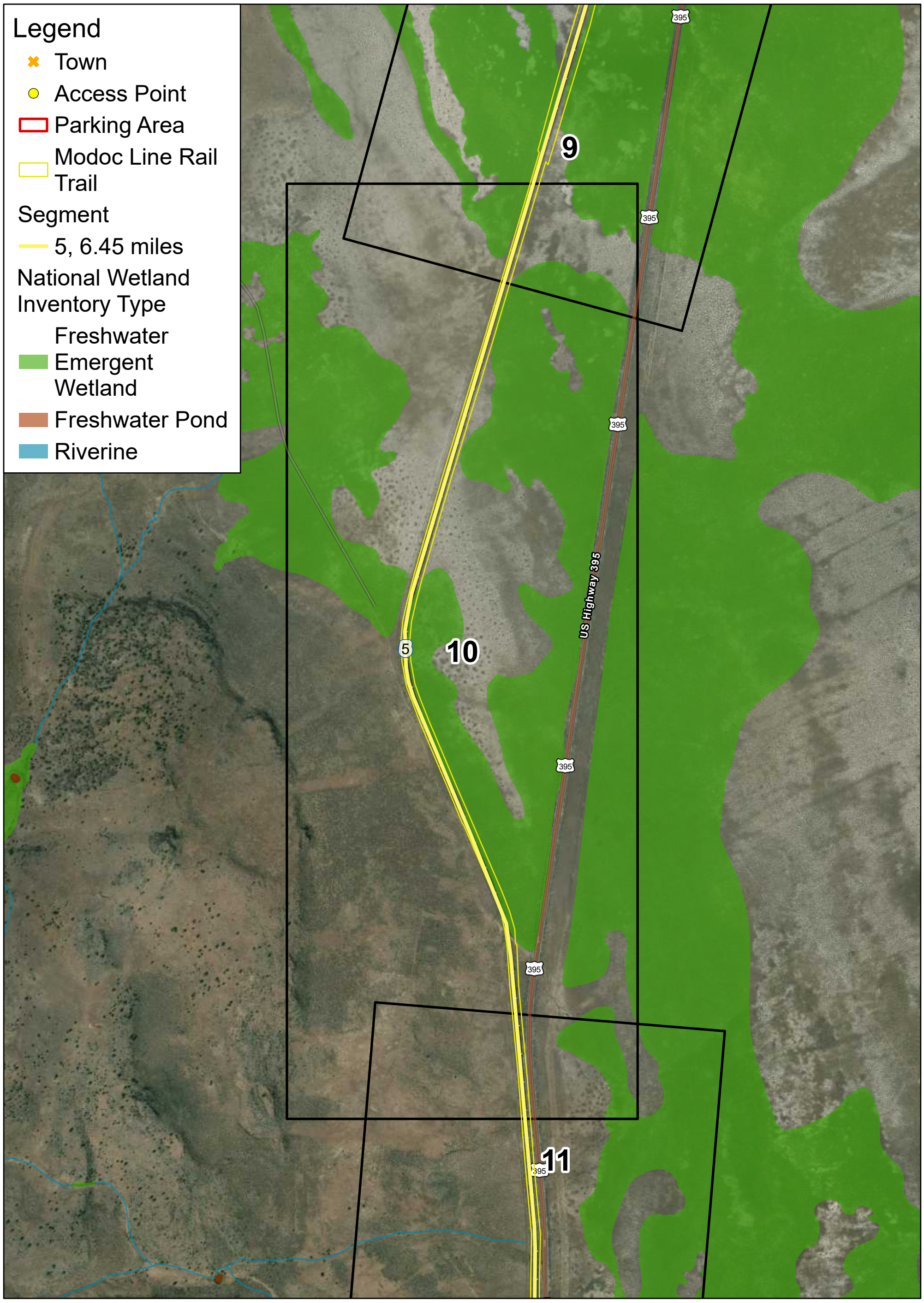
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

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Project:
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Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 5, 6.45 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

10

11

12

US Highway 395

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 4, 10.17 miles
- 5, 6.45 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Riverine

11

12

13

Ravendale

Ravendale Airport

Chicken Ranch Rd

Mail Route Rd

US Highway 395

395

5

4

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

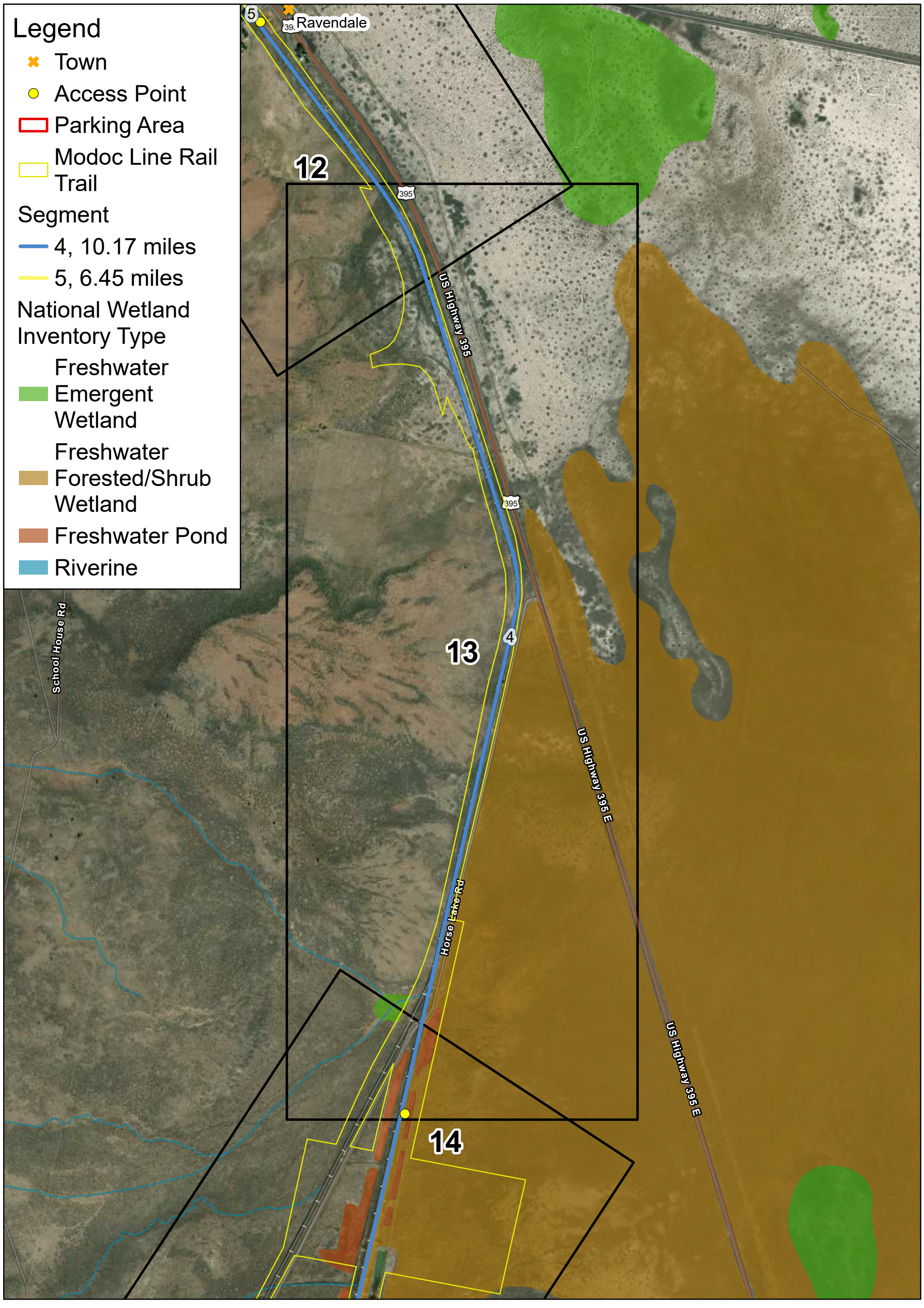
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

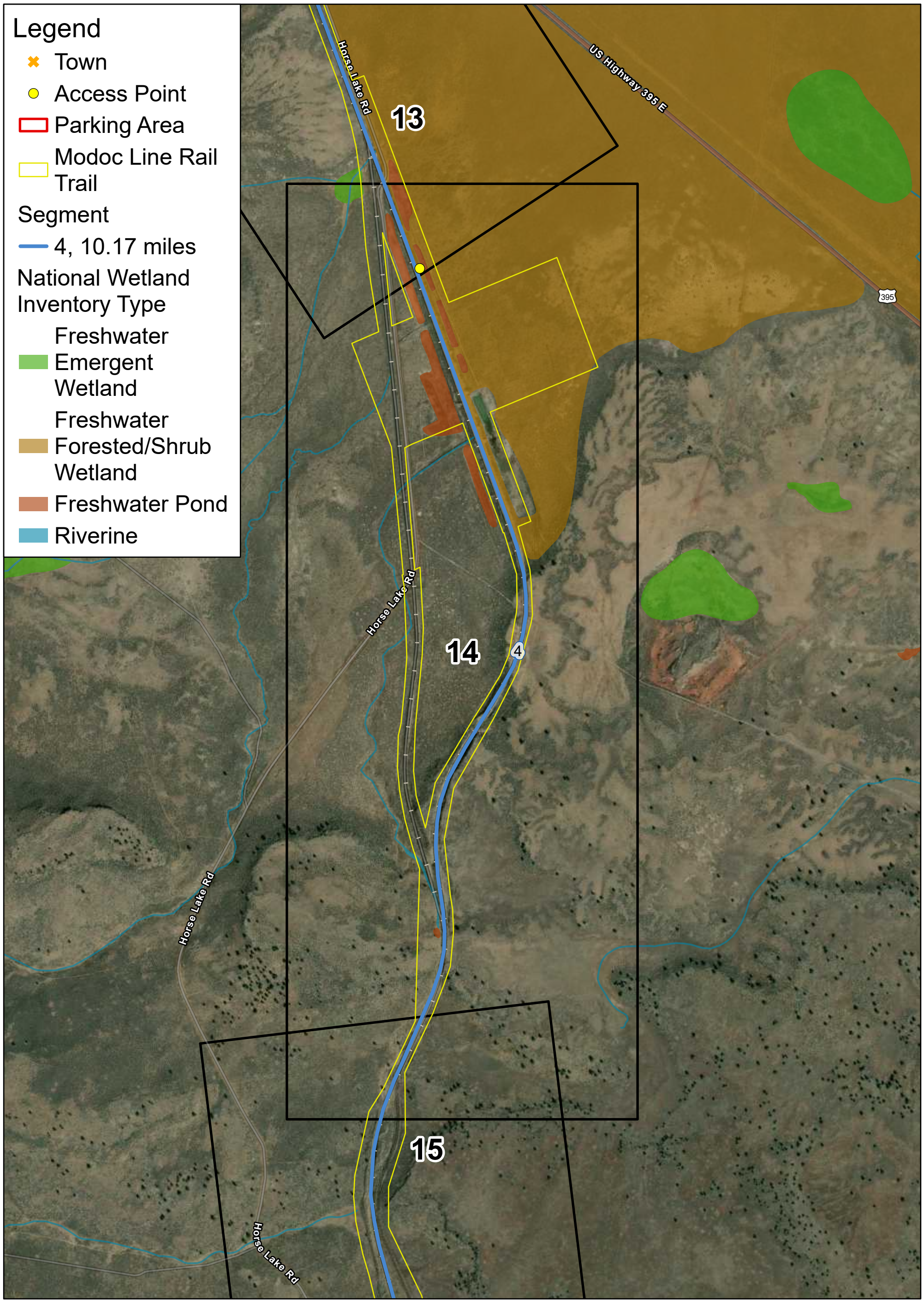
1 In = 1,000 Ft

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5/30/2024

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Resource Concepts Inc



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

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Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 4, 10.17 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

Horse Lake Rd

14

Horse Lake Rd

4

15

Crest

Crest

Horse Lake Rd

16

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 4, 10.17 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

Crest
Crest
Horse Lake Rd
15
no name
16
4
Horse Lake Rd
Snowstorm Creek
Horse Lake Rd
Snowstorm Creek
17

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

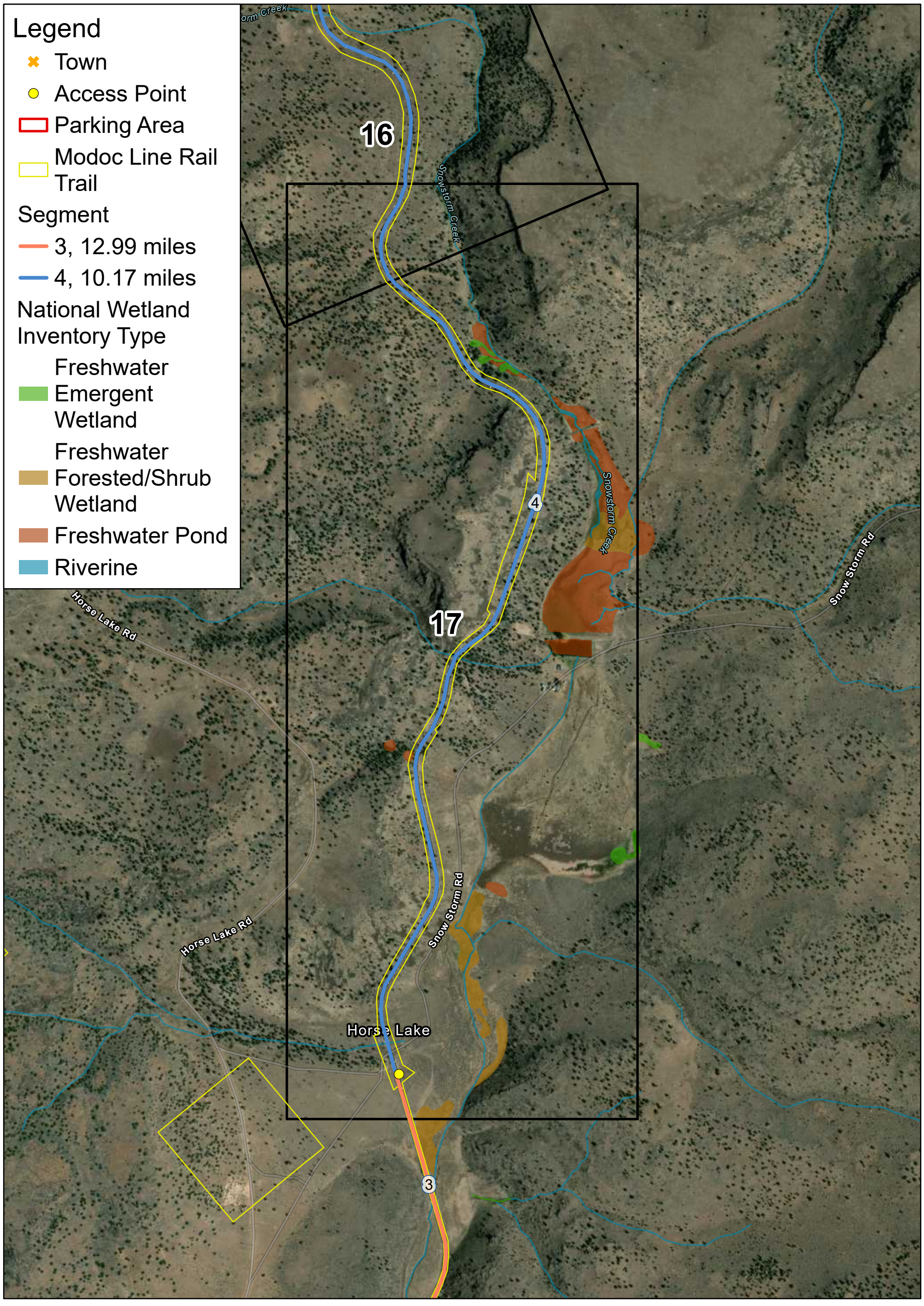
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

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Resource Concepts Inc



Project:
County:
Surveyor: JoAnne Michael
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National Wetland Inventory

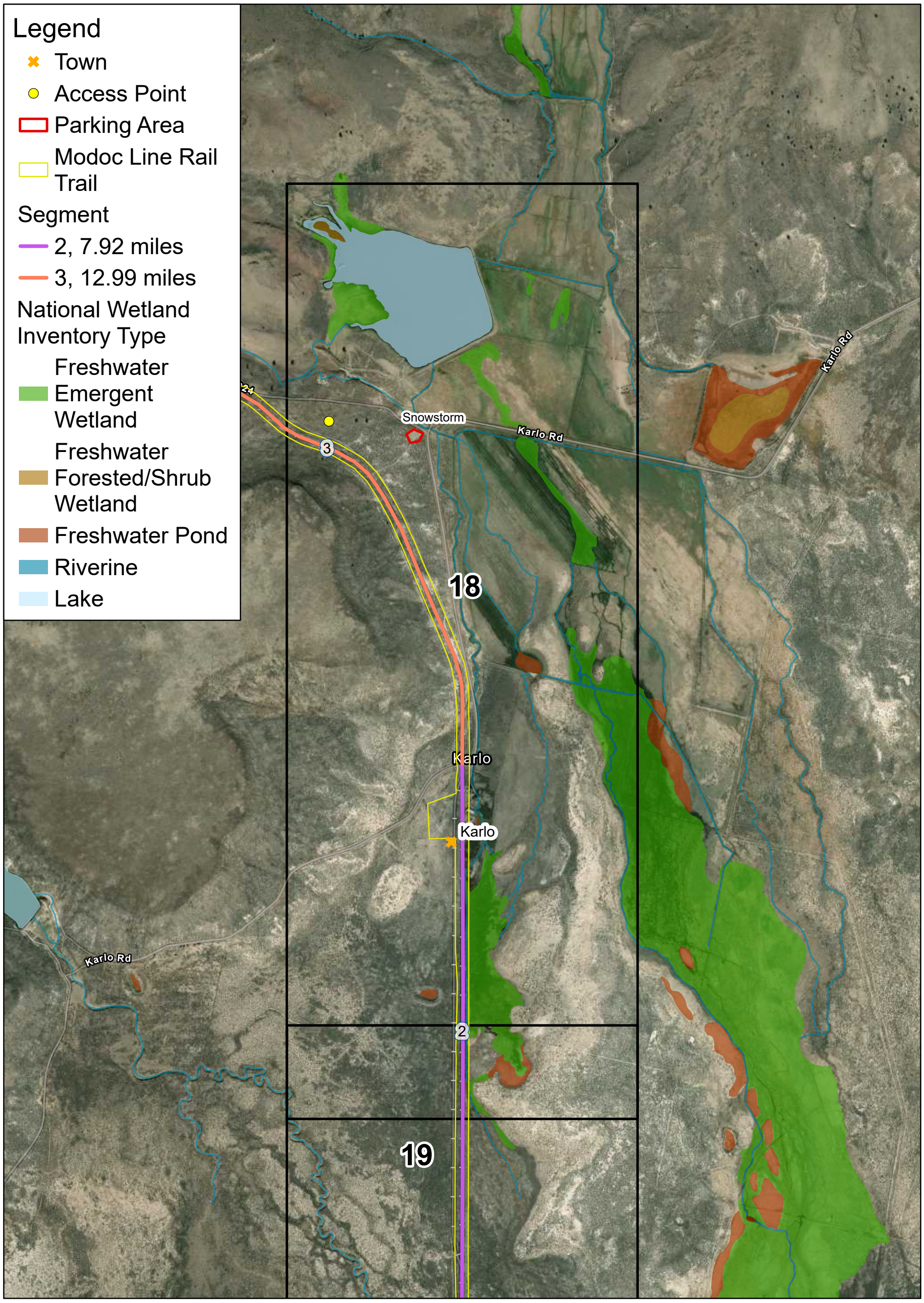
0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

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Resource Concepts Inc



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

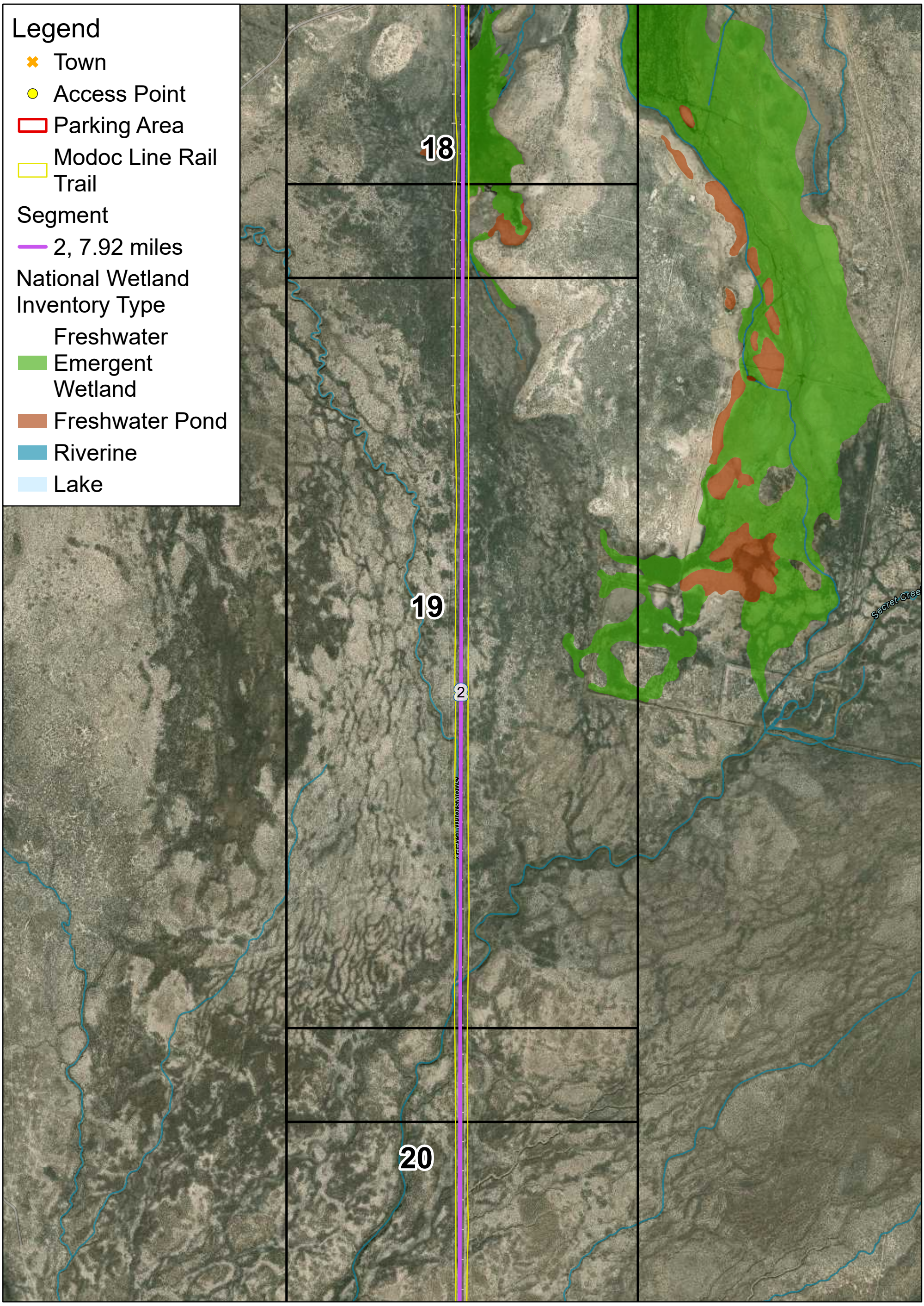
1 In = 1,000 Ft

N

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx



Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

N

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 2, 7.92 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Riverine

19

20

21

2

Secret Creek

Deep Creek

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

N

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 2, 7.92 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

20

21

2

22

US Highway 395 E

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Legend

- Town
- Access Point
- Parking Area
- Modoc Line Rail Trail

Segment

- 1, 6.93 miles
- 2, 7.92 miles

National Wetland Inventory Type

- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

21

22

US Highway 395 E

395

2

1

Union Road Y

Smoke Creek Ranch Rd

Project:
County:
Surveyor: JoAnne Michael
Date:
Source: National Wetland Inventory, 2023

National Wetland Inventory

0 500 1,000 Feet

1 In = 1,000 Ft

N

5/30/2024

Resource Concepts Inc

R:\Projects\Lumos\24_608\MXD_PRO\ModocLineRT\ModocLineRT.aprx

Attachment E

Distance from Project Area to Local Airports

Attachment E – Distance to Airports

