

# **GUALALA DOWNTOWN ENHANCEMENTS PROJECT**

**MENDOCINO COUNTY, CALIFORNIA  
DISTRICT 1 – MEN – 1 (Post Miles 0.60 to 1.00)  
0C720 / 0113000032**

## **INITIAL STUDY with Proposed Negative Declaration**



Copyright © 2029 Kenneth & Gabrielle Adelman, California Coastal Records Project, [www.californiacoastline.org](http://www.californiacoastline.org)

**Prepared by the  
State of California, Department of Transportation**



**JUNE 2019**



## General Information about this Document

### What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed streetscape enhancement project on State Route 1 in Gualala, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

### What should you do?

- Please read this document.
- Additional copies of this document and related technical studies are available for review at the Coast Community Library at 225 Main Street, Point Arena, CA 95468 or at the Caltrans District 1 Office at 1656 Union Street, Eureka, CA 95501. This document may also be downloaded from the following website: <https://ceqanet.opr.ca.gov/>; requested via email from [cari.williams@dot.ca.gov](mailto:cari.williams@dot.ca.gov), or by calling (707) 441-5647.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the open house on July 25, 2019 from 5:30 p.m. to 7:00 p.m. at the Gualala Community Center and/or send your written comments to Caltrans by the deadline.
- Please send comments via postal mail to:  
California Department of Transportation  
Cari Williams, Environmental Planner  
North Region Environmental – District 1  
1656 Union Street  
Eureka, CA 95501
- Send comments via e-mail to: [cari.williams@dot.ca.gov](mailto:cari.williams@dot.ca.gov)
- Be sure to send comments by the deadline: August 8, 2019

### What happens after this?

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

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Cari Williams, North Region Environmental-District 1, 1656 Union Street, Eureka, CA 95501; (707) 441-5647 Voice, or use the California Relay Service TTY number, 711 or 1-800-735-2929.





# **GUALALA DOWNTOWN ENHANCEMENTS PROJECT**

Build pedestrian sidewalks, Class II bicycle lanes, and a two-way, left turn lane on State Route 1 in Gualala in Mendocino County from Post Miles 0.60 through 1.00

## **INITIAL STUDY WITH PROPOSED NEGATIVE DECLARATION**

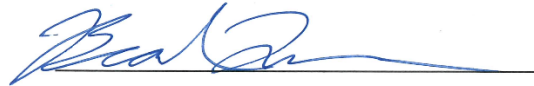
Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

06/26/17

Date of Approval



Brandon Larsen, Office Chief  
North Region Environmental-District 1  
California Department of Transportation  
CEQA Lead Agency

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

Cari Williams, North Region Environmental - District 1

1656 Union Street, Eureka, CA 95501

(707) 441-5647

or use the California Relay Service TTY number, 711 or 1-800-735-2929.



# Proposed Negative Declaration

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

## *Project Description*

The California Department of Transportation (Caltrans) proposes to build pedestrian sidewalks, Class II bicycle lanes, and a two-way, left turn lane through downtown Gualala on State Route 1 in Mendocino County from Post Miles 0.60 through 1.00.

## *Determination*

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

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The proposed project would have no effect with regard to agriculture and forestry, air quality, biological resources, cultural and paleontological resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, and wildfire.

The proposed project would have less than significant impacts with regard to aesthetic resources, greenhouse gas emissions, hazards and hazardous materials, noise, and utilities and service systems.

---

Brandon Larsen, Office Chief  
North Region Environmental-District 1  
California Department of Transportation

---

Date



# Table of Contents

---

	Page
<b>Proposed Negative Declaration.....</b>	<b>i</b>
<b>Table of Contents.....</b>	<b>iii</b>
<b>List of Appendices.....</b>	<b>v</b>
<b>List of Tables and Figures.....</b>	<b>v</b>
<b>List of Abbreviated Terms.....</b>	<b>vii</b>
<b>Chapter 1. Proposed Project.....</b>	<b>1</b>
1.1. Project History.....	1
1.2. Project Description.....	1
1.3. Project Maps.....	5
1.4. Permits and Approvals Needed.....	7
1.5. Standard Measures and Best Management Practices (BMPs) Included in All Alternatives.....	7
1.6. Discussion of the NEPA Categorical Exclusion.....	11
<b>Chapter 2. CEQA Environmental Checklist.....</b>	<b>13</b>
2.1. Aesthetics.....	17
2.2. Agriculture and Forest Resources.....	19
2.3. Air Quality.....	21
2.4. Biological Resources.....	22
2.5. Cultural and Paleontological Resources.....	24
2.6. Energy.....	25
2.7. Geology and Soils.....	26
2.8. Greenhouse Gas Emissions.....	28
2.9. Hazards and Hazardous Materials.....	48
2.10. Hydrology and Water Quality.....	51
2.11. Land Use and Planning.....	53
2.12. Mineral Resources.....	54
2.13. Noise.....	55

2.14.	Population and Housing .....	58
2.15.	Public Services.....	59
2.16.	Recreation .....	60
2.17.	Transportation/Traffic.....	61
2.18.	Tribal Cultural Resources .....	62
2.19.	Utilities and Service Systems.....	63
2.20.	Wildfire .....	65
2.21.	Mandatory Findings of Significance .....	66
<b>Chapter 3.</b>	<b>Coordination and Comments .....</b>	<b>69</b>
<b>Chapter 4.</b>	<b>List of Preparers .....</b>	<b>69</b>
<b>Chapter 5.</b>	<b>Distribution List .....</b>	<b>73</b>

## List of Tables and Figures

---

	<b>Page</b>
Table 1. Goals Related to Proposed Project.....	4
Table 2. Agency Approvals .....	7
Table 3. Maximum Greenhouse Gas Emissions from Construction.....	37
Table 4. Construction Equipment Noise .....	56

	<b>Page</b>
Figure 1. Project Vicinity Map .....	5
Figure 2. Project Location Map .....	6
Figure 3. U.S. EPA Inventory of U.S. Greenhouse Gas Emissions.....	34
Figure 4. California 2016 Greenhouse Gas Emissions .....	35
Figure 5. Change in California GDP, Population, and GHG Emissions since 2000 .....	35
Figure 6. California Climate Strategy .....	39
Figure 7. Screen capture from NOAA’s Sea-Level Rise Viewer. Green areas indicate predicted sealevel rise of 3 feet from current mean high tide.....	47
Figure 8. Hazardous Waste Parcel Locations. ....	50
Figure 9. Noise Levels of Common Activities .....	57

## List of Appendices

---

<b>APPENDIX A.</b>	<b>Title IV Policy Statement</b>
<b>APPENDIX B.</b>	<b>Layouts of Proposed Work</b>
<b>APPENDIX C.</b>	<b>USFWS and NMFS Species Lists</b>





# List of Abbreviated Terms

ABBREVIATION	DESCRIPTION
AB	Assembly Bill
ADA	Americans with Disability Act
ARB	Air Resources Board
BAU	Business as Usual
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
dBA	Decibels
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
EPACT92	Energy Policy Act of 1992
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
H <sub>2</sub> S	hydrogen sulfide
HFC-23	fluoroform
HFC-134a	s,s,s,2-tetrafluorethane
HFC-152a	difluoroethane

ABBREVIATION	DESCRIPTION
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
LCFS	Low carbon fuel standard
$L_{max}$	Maximum sound level
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMTC02e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4s	Municipal Separate Storm Sewer Systems
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCRWQCB	North Coast Regional Water Quality Control Board
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	ozone
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSTP	Office of Science and Technology Policy
Pb	lead
PCBR	Pacific Coast Bike Route
PDT	Project Development Team
PM	particulate matter
PM <sub>2.5</sub>	particles of 2.5 micrometers and smaller
PM <sub>10</sub>	particles of 10 micrometers or smaller
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RTP	Regional Transportation Plan

<b>ABBREVIATION</b>	<b>DESCRIPTION</b>
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SLR	Sea-Level Rise
SMARA	Surface Mining and Reclamation Act of 1975
SO <sub>2</sub>	sulfur dioxide
SR	State Route
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDLs	Total Maximum Daily Loads
TMP	Traffic Management Plan
TPZ	Timber Production Zones
U.S. or US	United States
US 101	US (United States) Highway 101
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGRCP	U.S. Global Change Research Program
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WDRs	Waste Discharge Requirements
WQOs	Water Quality Objectives



# Chapter 1. Proposed Project

---

## 1.1. Project History

Mendocino Council of Governments, through a Caltrans Community-Based Transportation Planning Grant, hired RRM Design Group consulting team to conduct an outreach process and develop the Downtown Gualala Preliminary Project Study Report – Refined Streetscape Design Plan. This was completed in cooperation with the Gualala Municipal Advisory Committee and the greater community. The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

## 1.2. Project Description

### *Project Objectives*

The project's purpose is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined.

### *Proposed Project*

#### **EXISTING FACILITIES**

In addition to serving as Main Street in Gualala, State Route 1 (SR 1) is the only south-to-north arterial. Within the project limits, SR 1 is classified as a minor arterial and has a posted speed limit of 25 mph. Additionally, this segment of roadway is part of the designated Pacific Coast Bike Route, which is a popular interregional cycling route along SR 1 through the entirety of Mendocino County, including Gualala. The recreational and scenic resources of the area attract thousands of visitors each year, with high summer traffic.

The existing highway consists of two 11 to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder widths vary from 8 to 17 feet wide where constrained by curbs, short sidewalk sections, and

landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market.

## **PROPOSED CONSTRUCTION**

The project proposes to improve multimodal transportation from the south side of Center Street to the north side of Ocean Drive on SR 1 in Gualala from post mile (PM) 0.60 to PM 1.00 in Mendocino County (Figure 1). The proposed project would reconfigure SR 1 into two 11-foot-wide travel lanes; a 12-foot-wide, two-way left turn lane; two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks winding within an 8-foot-wide strip of right of way on both sides of the street. Three side street crosswalks and five mainline crosswalks would be incorporated to highlight the pedestrian right-of-way. Additionally, median islands would be installed at selected locations to improve pedestrian safety.

## **PROJECT ALTERNATIVES**

Two alternatives remain under consideration. Both alternatives propose to eliminate parking on SR 1, widen and modify the traffic lane designations, and incorporate the design features noted above.

### **Alternative 1**

Alternative 1 has a greater impact on parcels located on the west side of the road. Alternative 1 does not incorporate existing sidewalks adjacent to the Sundstrom Mall, the Chevron station, or the 76 station on the east side of SR 1.

### **Alternative 2**

Alternative 2 has a greater impact on parcels located on the east side of the road. Alternative 2 incorporates existing sidewalks adjacent to the Sundstrom Mall, the Chevron station, and the 76 station on the east side of SR 1.

## PROJECT ELEMENTS

Several public and privately-owned utilities exist within the project limits. Utility relocations would be required where the utilities conflict with proposed drainage work or sidewalk.

Approximately 50 water and sewer valve covers within the traveled way would be elevated to match the future elevation of the pavement surface. Approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' would be relocated into the proposed sidewalk.

Electrical, telephone, and fiber optic utility covers less than 1' x 1' would be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight proposed drainage inlet locations would be relocated laterally.

Caltrans maintains SR 1 through Gualala under a prescriptive easement. Caltrans would acquire the right of way in fee in conjunction with this project. Some small areas of additional right of way would be acquired from adjacent property owners for the proposed sidewalks.

Drainage inlets would be relocated to the outside edges of the sidewalks. Longitudinal drains would be replaced. Drainage from adjacent parking lots on the east side of the highway would be conveyed under the sidewalks, to the highway surface on the east side of the northbound bicycle lanes.

New landscape design would enhance the visual quality and character of the area. During the open house on January 16, 2018, most attendees expressed a preference for a meandering sidewalk with intermittent areas of decorative, low-maintenance landscaping. Proposed plans include pedestrian sidewalks built with concrete or a permeable paving in a light to medium gray color.

A radar speed feedback sign would be placed facing southbound traffic at PM 0.94, immediately south of the southernmost intersection of Ocean Avenue at the bottom of the hill. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. This project would add solar bollard lights on adjacent private properties wherever property owners are willing to agree to accept and maintain those lights.

It is anticipated construction would be completed in one construction season, likely within 90 working days. One-way reversible traffic and shoulder closures would be used occasionally during construction.

### *General Plan Description, Zoning, and Surrounding Land Uses*

This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan (Table 1). The proposed project would be within an area currently zoned as mixed use (Gualala Village Mixed Use, or GVMU). The project would not change the zoning designation.

**Table 1. Goals Related to Proposed Project**

Document	Goal	Section	Topic
Gualala Town Plan	G2.5-1	Issues and Goals	Public Services and Road Capacity
Gualala Town Plan	G3.4-26	Policies	Street Landscaping
Gualala Town Plan	G3.6-10	Policies	Trip-reducing Measures
Gualala Town Plan	G3.6-12	Policies	Parking
Gualala Town Plan	G3.6-15	Policies	Pedestrian Access

### *Alternatives Considered but Eliminated from Further Consideration*

An alternative that would have partially preserved parking along the west side of the road was rejected. This alternative would have eliminated the sidewalk and bike lane on SR 1 adjacent to selected businesses. The alternative was eliminated based on the results of a survey conducted during a public meeting held on January 16, 2018.



### 1.3. Project Maps



Figure 1. Project Vicinity Map

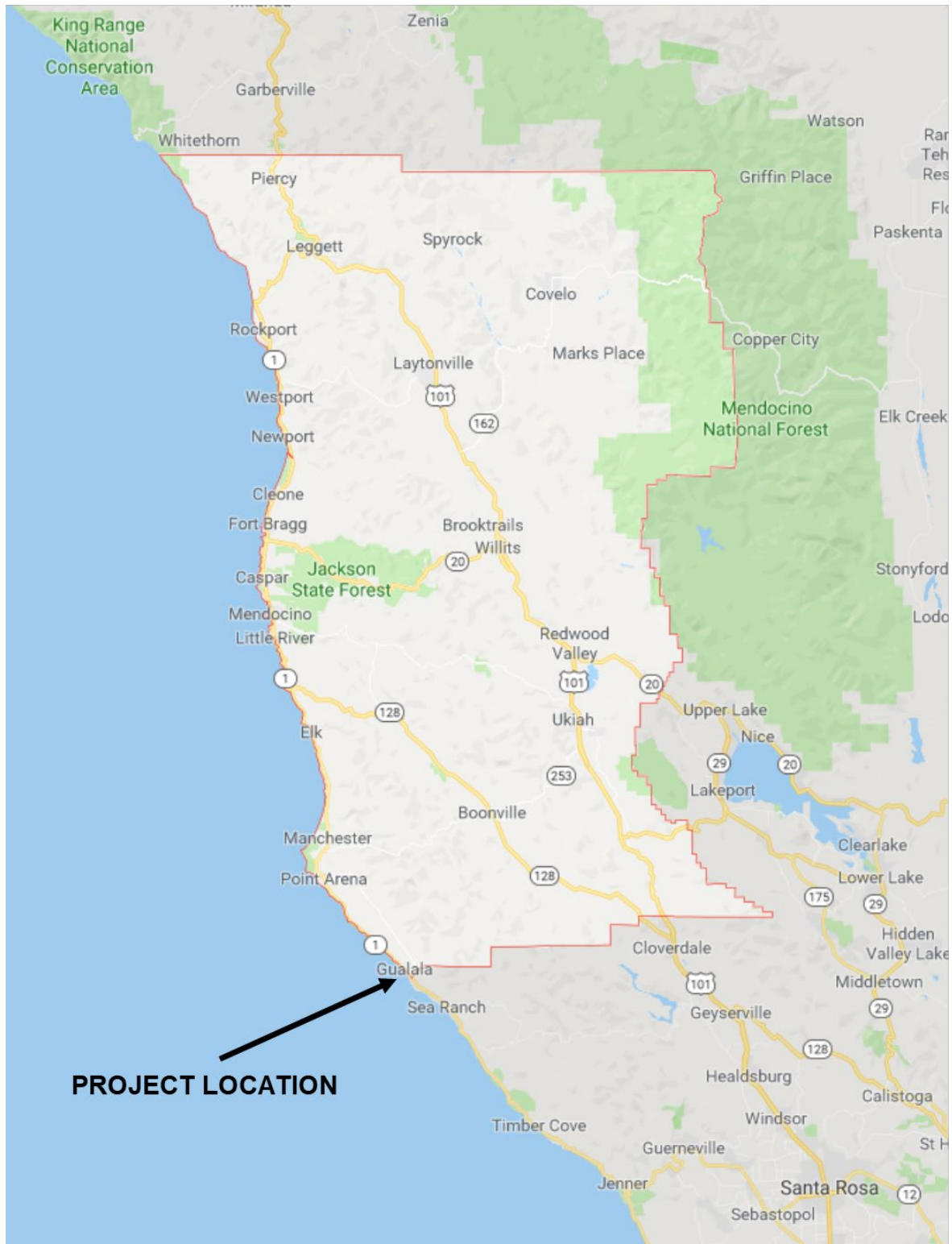


Figure 2. Project Location Map

## 1.4. Permits and Approvals Needed

**Table 2. Agency Approvals**

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Lake and Streambed Alteration Agreement	The application for the Section 1602 permit is expected to be submitted after final environmental document distribution and selection of an alternative.
North Coast Regional Water Quality Control Board (NCRWQCB)	401 Water Quality Certification	The application for the Section 401 permit is expected to be submitted after final environmental document distribution and selection of an alternative.
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	The application for the Section 404 permit is expected to be submitted after final environmental document distribution and selection of an alternative.
Mendocino County Planning and Building	Local Coastal Development Permit	The application for the local Coastal Development Permit is expected to be submitted after final environmental document distribution and selection of an alternative.

## 1.5. Standard Measures and Best Management Practices (BMPs) Included in All Alternatives

### 1.5.1. Utilities and Emergency Services

**UE-1:** All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 1 throughout the construction period.

**UE-2:** Caltrans would coordinate with the utility providers before relocation of any utilities to ensure potentially affected utility customers would be notified of potential service disruptions before relocations.

### ***1.5.2. Traffic and Transportation***

**TT-1:** Pedestrian and bicycle access would be maintained during construction.

**TT-2:** The contractor would be required to reduce any access delays to driveways or public roadways within or near the work zones.

**TT-3:** A Traffic Management Plan (TMP) would be developed for the project.

### ***1.5.3. Visual Aesthetics***

**VA-1:** Alterations to the existing contours of any temporary construction staging areas created by the contractor would be graded to previous conditions and revegetated with appropriate native plants.

### ***1.5.4. Cultural Resources***

**CR-1:** If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

**CR-2:** If human remains are discovered, State Health and Safety Code § 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

At this time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff so they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC § 5097.98 would be followed as applicable.

### ***1.5.5. Water Quality and Stormwater Runoff***

**WQ-1:** The project would incorporate pollution prevention and design measures consistent with the 2015 Caltrans Storm Water Management Plan to meet Water Quality Objectives (WQOs). This Plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ).

The project design would likely include the following permanent stormwater treatment BMPs:

- Vegetated surfaces would feature native plants and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Existing roadway and bridge drainage systems currently discharge storm water to receiving waters through bridge deck drains to vegetated slopes adjacent to the highway facility. The current design for storm water management, post construction, is to perpetuate existing drainage patterns. Storm water will continue to sheet flow to vegetated slopes providing storm water treatment in accordance with Caltrans NPDES Permit.

#### ***1.5.6. Hazardous Waste and Material***

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

#### ***1.5.7. Plant Species***

**PS-1:** After all construction materials are removed, the project area would be revegetated. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.



#### **1.5.8. Animal Species**

**AS-1:** To protect migratory and nongame birds, as well as their occupied nests and eggs, nesting-prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (February 15<sup>th</sup> through September 1<sup>st</sup>). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of vegetation removal. If an active nest were located, the biologist would coordinate with the CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged or the nest is determined to be unoccupied.

**AS-2:** Partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 15<sup>th</sup> to September 1<sup>st</sup>) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

**AS-3:** Pre-construction surveys for active raptor nests within one-fourth mile of the project area would be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests were identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

#### **1.5.9. Invasive Species**

The standard measures described in PS-1 for restoring the project site post construction are also appropriate for the control of invasive species.

**PS-1:** After all construction materials are removed, the project area would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

#### **1.6. Discussion of the NEPA Categorical Exclusion**

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the United States National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).





## Chapter 2. CEQA Environmental Checklist

### 2.1. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist on the following pages for additional information.

<input checked="" type="checkbox"/>	<b>Aesthetics</b>	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	<b>Greenhouse Gas Emissions</b>	<input checked="" type="checkbox"/>	<b>Hazards and Hazardous Materials</b>
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	<b>Noise</b>	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	<b>Utilities/Service Systems</b>	<input type="checkbox"/>	Wildfire		Mandatory Findings of Significance

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

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

### *Project Impact Analysis Under CEQA for Initial Study*

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

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

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

Though not required, CEQA suggests Lead Agencies adopt *thresholds of significance*, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and its varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing *thresholds of significance* on a State-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts based on their location and the effect of the potential impact on the resource as a whole in the project area.

For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a “less than significant” determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered “significant.”

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a “mitigated negative declaration,” in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§15126.4(a)(1)(B)). Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA, 15370).

Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered “mitigation” under CEQA, these measures are often referred to in an Initial Study as “mitigation”, Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

## 2.2. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A “No Impact” determination was made for questions a) and b) listed within the CEQA Checklist Aesthetics section. See below for further discussion of the “Less Than Significant Impact” determination made for questions c) and d).

### *Regulatory Setting*

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

### *Environmental Setting*

A Visual Impact Assessment (VIA) was completed on September 11, 2017, and a supplemental memo was completed on June 6, 2019. The project is on a segment of SR 1 that is eligible for designation as a State Scenic Highway. The project site is adjacent to the Gualala River to the southwest and the Pacific Ocean to the west.

***Discussion of Environmental Evaluation Question 2.2. c), d) — Aesthetics***

*c) Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings?*

Adding a turn lane, widening the road, and adding sidewalks would visually formalize the use of space within the streetscape, which would change the visual character. Installing medians would narrow the roadway in those locations, which would not have adverse visual impacts. The new pavement delineations for the turn lane, bike lanes, and crosswalks would not have substantial adverse impacts. The two alternatives do not differ in their impacts to visual character or quality, only in their alignments.

During construction, neighbors and travelers would have views of heavy construction equipment, changeable message signs, and other equipment used for traffic control and material related to roadway construction. Traveling speed would be reduced due to construction work, which would result in greater exposure to visual impacts for highway users. These temporary visual impacts are part of the general construction landscape and would not have lasting effects. Therefore, this impact would be less than significant.

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The proposed project includes bollard lighting in areas of high pedestrian use and near crosswalks. A radar feedback sign would be installed at PM 0.94 facing southbound traffic. Additionally, pedestrian-activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. These new light sources would not lead to a substantial increase of light or glare in the corridor. Therefore, impacts would be less than significant.

***Mitigation Measures***

Given the scope of the project and inclusion of standard measures and BMPs, mitigation measures have not been proposed for the project.

***No Build Alternative***

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

### 2.3. Agriculture and Forest Resources

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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning, 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Agriculture and Forest Resources are not anticipated due to the developed setting of the project. There is no agricultural land within or adjacent to the project area, and the scope of work would not conflict with the zoning, or result in the loss or conversion, of forest land.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.



## 2.4. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the Air Quality Impact Assessment dated May 23, 2019. Potential impacts to air quality are not anticipated because the proposed project would not result in changes to the traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in emissions. Therefore, the project would not produce substantial operational air quality impacts.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.5. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope of the proposed project, as well as the Natural Environment Study (NES) dated July 19, 2017, and the addendum dated May 10, 2019. Potential impacts to biological resources are not anticipated due to an absence of protected species, or absence of suitable habitat, and the minimal scope of work outside of previously disturbed or paved areas. No wetlands, riparian areas, or sensitive natural communities were found within the project limits. No conflicts with local, regional, or state plans, policies, or ordinances are expected.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.6. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, in addition to the Cultural Resource Compliance Memo dated May 23, 2019. Potential impacts to cultural resources are not anticipated because all ground-disturbing activities will occur outside of potentially sensitive areas. Therefore, no impacts to cultural resources will occur.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.7. Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and description of the proposed project, as well as the Traffic Noise and Air Quality Impact Assessment dated May 23, 2019. Potential impacts to energy consumption are not anticipated because the project is not capacity-increasing. The project would improve and smooth the existing traffic flow, which would result in reduced energy and vehicle fuel consumption. The project would also build pedestrian and bicycle facilities, which would increase access to non-motorized transportation and decrease energy consumption.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.8. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	See below	See below	See below	See below
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and California Geological Survey regulatory maps. No faults, unstable geological units or soil, or expansive soil were identified within the project limits. Due to the existing developed setting, no unique geological or paleontological resources are anticipated.

***No Build Alternative***

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.9. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### *Climate Change*

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO<sub>2</sub>.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or “mitigate” the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.



### ***Regulatory Setting***

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

#### **FEDERAL**

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.<sup>1</sup> This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”<sup>2</sup>

Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

---

<sup>1</sup> <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

<sup>2</sup> <https://www.sustainablehighways.dot.gov/overview.aspx>

*Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006)*: This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA<sup>3</sup>, in conjunction with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. The current standards require vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. EPA and NHTSA are currently considering appropriate mileage and GHG emissions standards for 2022–2025 light-duty vehicles for future rulemaking.

NHTSA and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO<sub>2</sub> emissions by up to 1.1 billion metric tons over the lifetimes of model years 2018–2027 vehicles.

## STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

*EO S-3-05* (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

---

<sup>3</sup> U.S. EPA’s authority to regulate GHG emissions stems from the U.S. Supreme Court decision in [Massachusetts v. EPA](#) (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing [Clean Air Act](#) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling, U.S. EPA finalized an [endangerment finding](#) in December 2009. Based on scientific evidence, it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court’s interpretation of the existing Act and EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions.

*AB 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006:* AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

*EO S-01-07 (January 18, 2007):* This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

*SB 375, Chapter 728, 2008, Sustainable Communities and Climate Protection:* This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

*SB 391, Chapter 585, 2009, California Transportation Plan:* This bill requires the State’s long-range transportation plan to identify strategies to address California’s climate change goals under AB 32.

*EO B-16-12 (March 2012)* orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

*EO B-30-15 (April 2015)* establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets.

It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e).<sup>4</sup> Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure its provisions are fully implemented.

*SB 32, Chapter 249, 2016*, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

*SB 1386, Chapter 545, 2016*, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

*AB 134, Chapter 254, 2017*, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

*Senate Bill 743, Chapter 386 (September 2013)*: This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled (VMT). This change is intended to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

*Senate Bill 150, Chapter 150, 2017, Regional Transportation Plans*: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

*Executive Order B-55-18*, (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

---

<sup>4</sup> GHGs differ in how much heat each GHG traps in the atmosphere (global warming potential, or GWP). CO<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub> using a metric called “carbon dioxide equivalent” (CO<sub>2</sub>e). The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>.

## Environmental Setting

SR 1, which serves as Main Street in downtown Gualala, is the only north-south arterial in the project area. The project area on both sides of the two-lane road is developed with mostly retail, hospitality, and other businesses largely oriented to the many tourists that visit Mendocino County each year. It is a segment of the Pacific Coast Bike Route, however bicycle and pedestrian pathways are not well defined, resulting in conflicts with parked cars and traffic. The project area is in the Coastal Zone; SR 1 parallels the coast adjacent to the Gualala River to the southwest and the Pacific Ocean to the west of the river.

The Mendocino Council of Governments' (MCOG) Regional Transportation Plan (RTP) guides transportation development in Mendocino County. The 2017 RTP promulgates policies and goals intended to reduce GHGs, including encouraging and expanding opportunities for active transportation. The Mendocino County General Plan was adopted in 2009 and does not specifically address GHGs or climate change.

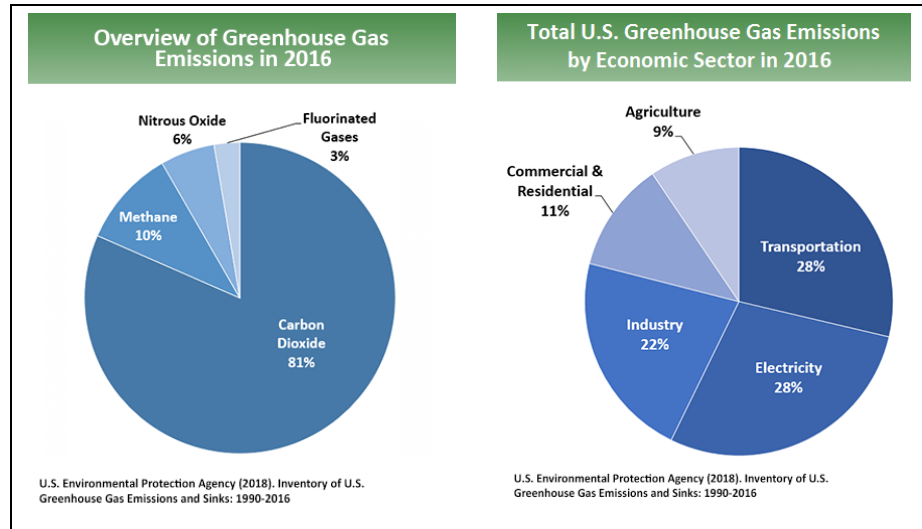
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

## NATIONAL GHG INVENTORY

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, perfluorocarbons, SF<sub>6</sub>, and nitrogen trifluoride. It also accounts for emissions of CO<sub>2</sub> that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO<sub>2</sub> (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO<sub>2</sub>e GHG emissions in 2016, 81% consist of CO<sub>2</sub>, 10% are CH<sub>4</sub>, and 6% are N<sub>2</sub>O; the balance consists of fluorinated gases ([EPA 2018a](#)).<sup>5</sup> In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

---

<sup>5</sup> U.S. Environmental Protection Agency. 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>



**Figure 3. U.S. EPA Inventory of U.S. Greenhouse Gas Emissions**

## STATE GHG INVENTORY

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2018 edition of the GHG emissions inventory found total California emissions of 429 MMTCO<sub>2</sub>e for 2016, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions have declined from 2000 to 2016 despite growth in population and state economic output.<sup>6</sup>

<sup>6</sup> 2018 Edition of the GHG Emission Inventory (July 2018). <https://www.arb.ca.gov/cc/inventory/data/data.htm>

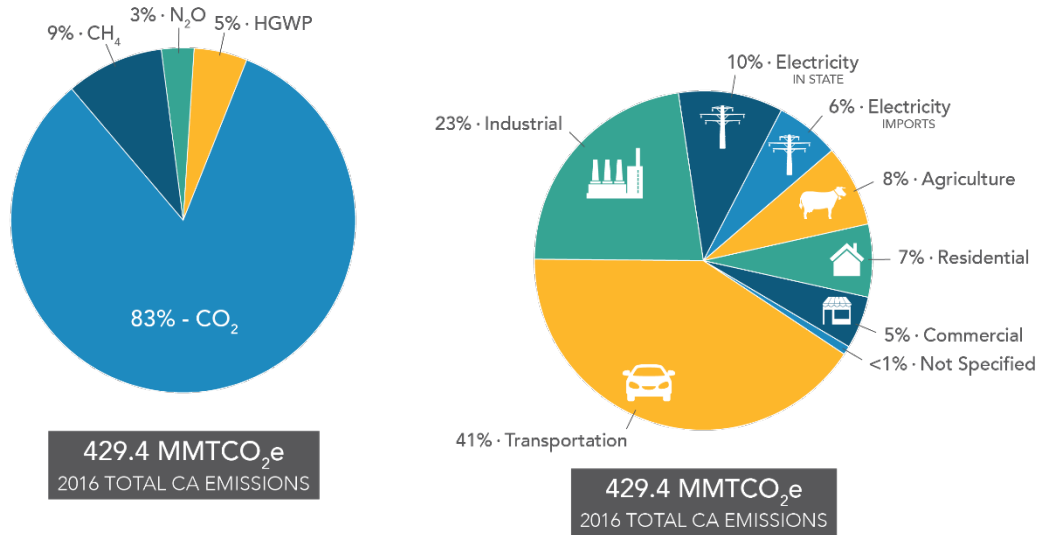


Figure 4. California 2016 Greenhouse Gas Emissions

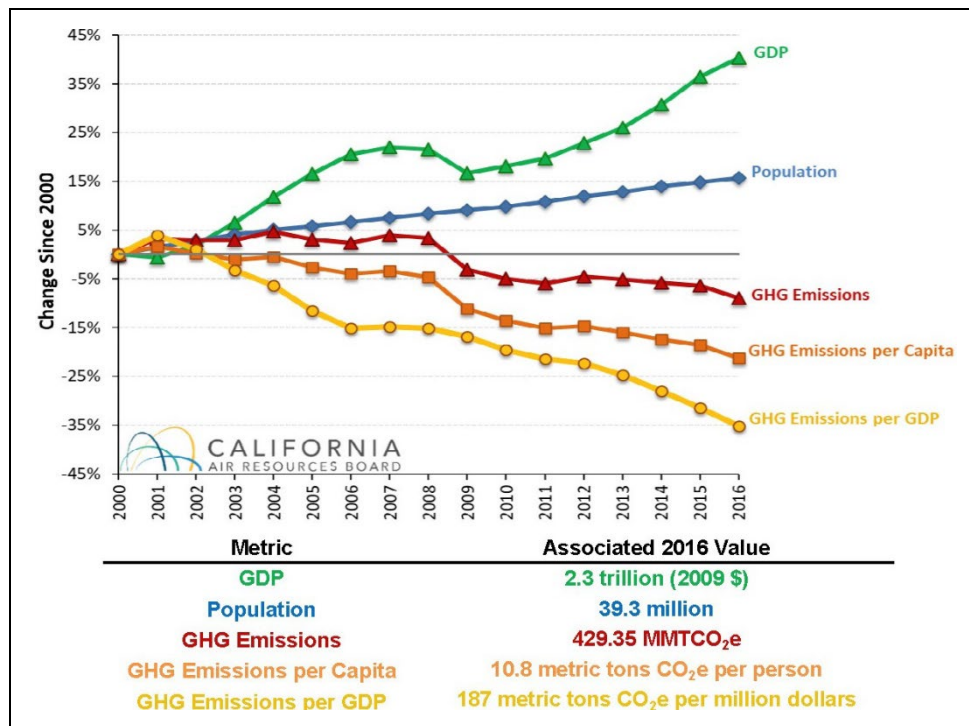


Figure 5. Change in California GDP, Population, and GHG Emissions since 2000

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, [\*California's 2017 Climate Change Scoping Plan\*](#), adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

## REGIONAL PLANS

MCOG serves as the regional transportation planning agency (RTPA) for Mendocino County cities and unincorporated areas, which include Gualala. (MCOG is not a metropolitan planning organization and is therefore not required to produce a sustainable communities strategy under SB 375). MCOG's 2017 RTP State Highway System Element identifies "Gualala Downtown Streetscape Bicycle and Pedestrian Improvements on SR 1" in its list of short-range improvement projects. The Active Transportation Element lists the related "Gualala Downtown Non-Motorized Streetscape" project. The bicycle and pedestrian improvements were identified as community priorities in the *Gualala Downtown Design Plan*, developed in 2009 with funding from a Caltrans Community Based Transportation Planning Grant.

Mendocino County's climate action plan is focused on health and does not address transportation projects. Gualala does not have a climate action plan.

## Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

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



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

### Operational Emissions

The purpose of the proposed project is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala while improving the town's visual character. The proposed project would not result in changes to roadway capacity, VMT, traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in GHG emissions. While construction emissions would be unavoidable, no increase in operational GHG emissions is expected.

### Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase. Their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

The Caltrans Construction Emission Tool (CAL-CET2018 version 1.2) was used to estimate average carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydrofluorocarbons (HFCs) emissions from construction activities. Table 3 shows the estimated GHG emissions of 100 metric tons of CO<sub>2</sub> (the dominant GHG) during the approximately 90-day project construction period.

**Table 3. Maximum Greenhouse Gas Emissions from Construction**

Construction Year 2022	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	HFC
Total: Tons (metric)	100	< 1	< 1	< 1

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to

the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Additionally, a Traffic Management Plan (TMP) will be implemented during construction to minimize traffic delays.

### **CEQA Conclusion**

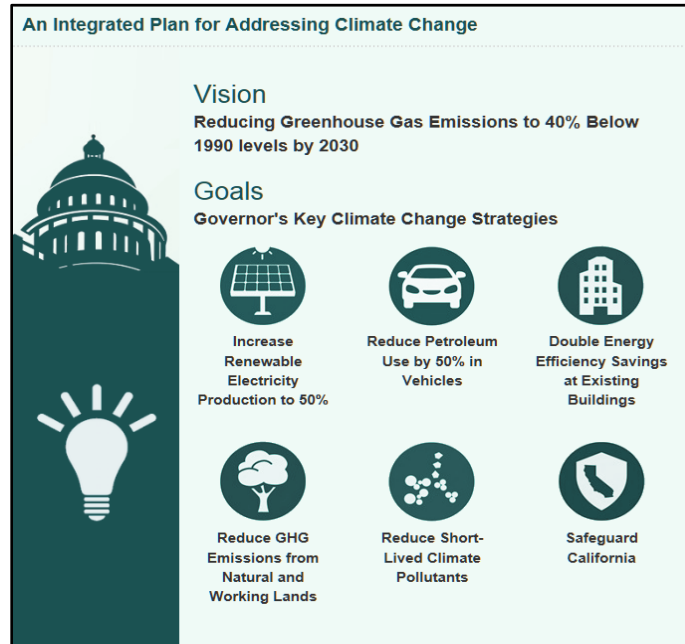
While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project supports regional alternative transportation goals and does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. With implementation of construction GHG-reduction measures, the impact would be less than significant.

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

### **Greenhouse Gas Reduction Strategies**

#### **STATEWIDE EFFORTS**

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.



**Figure 6. California Climate Strategy**

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and VMT reduction. A key state [goal for reducing GHG emissions](#) is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030.

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

### **CALTRANS ACTIVITIES**

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

## California Transportation Plan (CTP 2040)

*The California Transportation Plan (CTP)* is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO<sub>2</sub> reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

*SB 391* (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

## Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

## Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

## Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

## Project-Level GHG Reduction Strategies

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

- Caltrans Standard Specifications, 7-1.02C, Emissions Reduction: requires the contractor to certify awareness of, and comply with, the emissions reduction regulations mandated by the California Air Resources Board.
- Section 14-9.02, Air Pollution Control: requires contractors to comply with all air-pollution-control rules, regulations, ordinances, and statutes of the ARB and the local air pollution control district.
- Standard construction best management practices for air quality would also apply. Such air-pollution control measures can also help reduce construction GHG emissions.
- The proposed project would build continuous sidewalks and bicycle lanes through the downtown area for the first time. The new facilities would support additional opportunities for use of non-motorized transportation, which could decrease VMT and contribute to GHG emissions reduction.
- Traffic and Transportation measures would also reduce/ minimize GHG emissions during construction (see Section 1.5.2.):
  - TT-1: Pedestrian and bicycle access would be maintained during construction, to avoid such users having to transfer to using motor vehicles.
  - TT-3: A Traffic Management Plan would be implemented in the project to maintain traffic flow and minimize delays and idling that would generate extra GHG emissions.

- New landscaping may be incorporated in the meandering sidewalks. Landscaping reduces surface warming and, through photosynthesis, decreases CO<sub>2</sub>. This planting would help offset any potential CO<sub>2</sub> emissions increase.
- Any bollard lights installed for this project would be supplied with solar power.

## **Adaptation**

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

## **FEDERAL EFFORTS**

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGRCP) delivers a report to Congress and the President every 4 years, in accordance with the Global Change Research Act of 1990 ([15 U.S.C. ch. 56A § 2921 et seq.](#)). The [Fourth National Climate Assessment](#), published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime.”

U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”<sup>7</sup>

FHWA Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014)<sup>8</sup> established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems.

FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels.<sup>9</sup>

## STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. [\*California’s Fourth Climate Change Assessment\*](#) (2018) is the state’s latest effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

---

<sup>7</sup> [https://www.fhwa.dot.gov/environment/sustainability/resilience/policy\\_and\\_guidance/usdot.cfm](https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm)

<sup>8</sup> <https://www.fhwa.dot.gov/legregs/directives/orders/5520.cfm>

<sup>9</sup> <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

- Resilience is the “capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.<sup>10</sup>

---

<sup>10</sup> <http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/>



EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published [\*Planning and Investing for a Resilient California: A Guidebook for State Agencies\*](#) in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, [\*Paying it Forward: The Path Toward Climate-Safe Infrastructure in California\*](#). The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

## **CALTRANS ADAPTATION EFFORTS**

### **Caltrans Vulnerability Assessments**

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

### **Sea-Level Rise**

A Sea-Level Rise analysis is required for projects in the Coastal Zone that require approval of a Coastal Development Permit or amendment. This project would require such clearance under the California Coastal Act.

This project is located adjacent to, but outside of, areas expected to be affected by predicted sea-level rise. The project's design life is 40–50 years. Using projections in the *State of California Sea-Level Rise Guidance 2018 Update*, the most likely (66 percent probability) range of sea-level rise by 2060 at this location (based on the tide gage at Arena Cove, about 15 miles north of Gualala) is projected to be from 0.6 feet to 1.3 feet under a high-emissions scenario (RCP 8.5). The 1-in-200 chance (0.5 percent) probability of sea-level rise by 2060 is 2.5 feet. Under the highest potential emissions scenario (H++), sea-level could rise as much as 3.7 feet by 2060. However, the probability of sea-level rise reaching or exceeding 3 feet by 2060 is 0.2 percent (note that this calculation does not consider the H++ scenario). Visualization using the NOAA Sea-Level Rise viewer indicates that the project location would not be inundated if sea-level rose by 3 feet (Figure 7).



**Figure 7. Screen capture from NOAA's Sea-Level Rise Viewer. Green areas indicate predicted sea-level rise of 3 feet from current mean high tide.**

### Wildfire

Gualala is situated in the wildland-urban interface, nestled between the forest and the coast. It is in an area of moderate to high fire hazard severity, according to CalFire's fire hazard severity zone map for the Mendocino County State Responsibility Area (2007). While increasing average temperatures on the coast remain relatively mild, reduced precipitation could lead to drier, more fire-prone conditions in the forested areas, while higher precipitation could result in more fuels to burn. CalFire projects that fire risk would increase as recreation, homes, and other development continue to expand into wildland areas without adequate attention to defensible space.<sup>11</sup>

Construction and operation of the proposed project would be confined to the existing road through town, and would not introduce structures or users into the forest. Therefore it would not cause or exacerbate the risk of wildfire, regardless of climate conditions.

<sup>11</sup> California Department of Forestry and Fire Protection (CalFire). 2018. *Unit Strategic Fire Plan Mendocino Unit*. <http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf1617.pdf>

## 2.10. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions a), b), c) e), f), and g) listed within the CEQA Checklist Hazards and Hazardous Materials section. See below for further discussion of the “Less Than Significant Impact” determination made for question d).

### ***Regulatory Setting***

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act of 1976 (RCRA) in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency response planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

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

### ***Environmental Setting***

An Initial Site Assessment was completed on August 11, 2017, and is on file with the department. There are three *Hazardous Waste and Substances Site List (Cortese List)* parcels within the proposed project area; one on the west side and two on the east side of SR 1.

### ***Discussion of Environmental Evaluation Question 2.10 — d) Hazards and Hazardous Materials***

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

The exact parcels affected would depend on which alternative is selected. Alternative 1 would likely require acquisition of right of way from all three parcels (Figure 88). Two of these parcels (east side of SR 1) are gas stations that had releases of petroleum hydrocarbons from tanks or dispensers, and the third is a parcel west side of the project limits. Alternative 2 would likely require acquisition of right of way from only the two east side gas station parcels.

The potholing, sidewalk, and driveway work associated with these sites would require only shallow excavation and therefore is not likely to encounter contamination related to listed hazardous materials. The activities associated with this project would not create a substantial health hazard to the public or the environment through inadvertent exposure or release of hazardous materials. As a result, the project is expected to have a Less than Significant Impact with any hazards and hazardous materials sites.

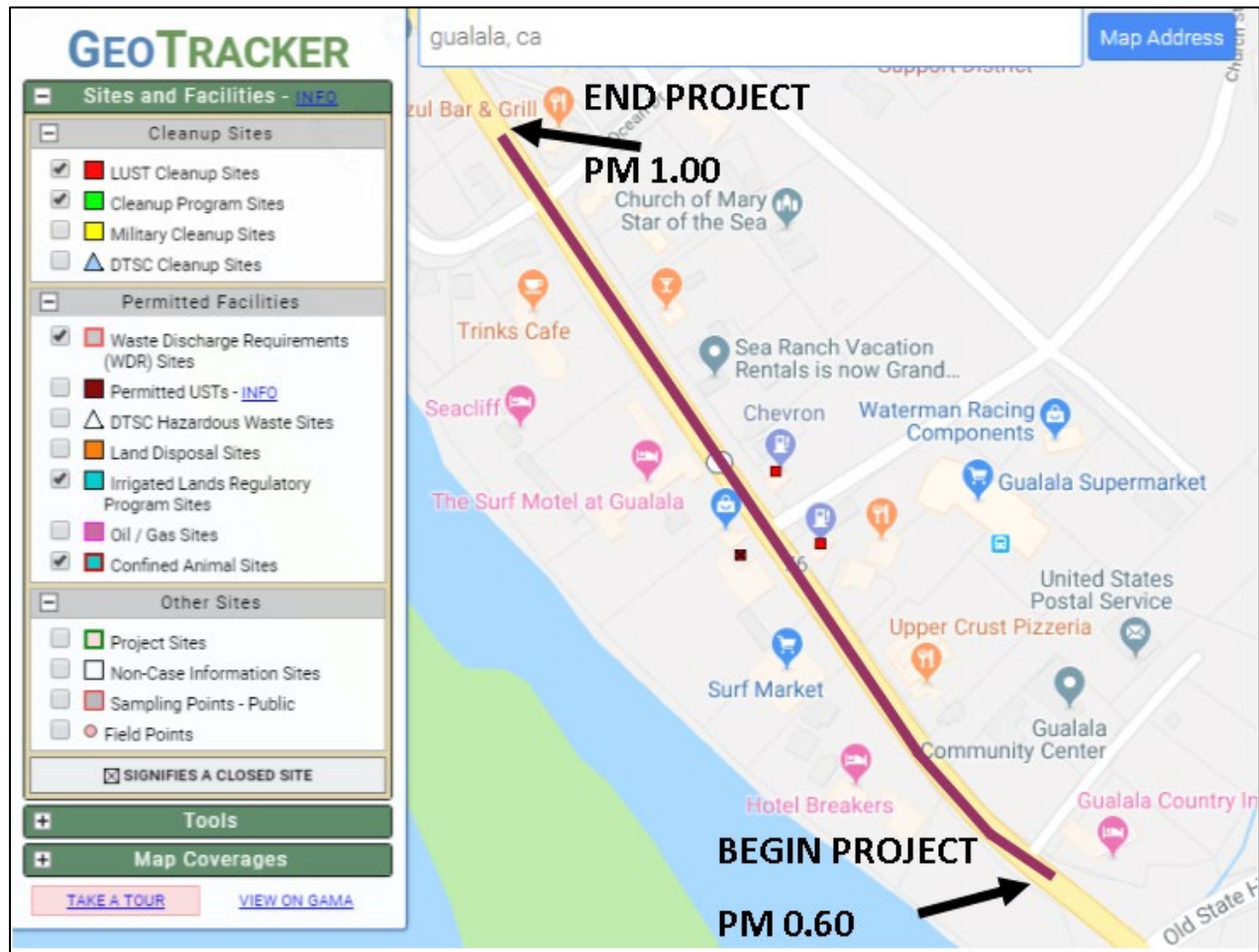


Figure 8. Hazardous Waste Parcel Locations

### *Mitigation Measures*

Based on the determination made in the CEQA Checklist, mitigation measures have not been proposed.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.11. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and location of the proposed project, as well as the Water Quality Assessment Memo dated April 25, 2018, and a Floodplain Evaluation Report Summary dated April 2, 2018.

Potential impacts to water quality are not anticipated due to incorporation of project BMPs. Additionally, the proposed construction activities are not expected to have floodplain impacts since the proposed project is outside the 0.2% annual chance floodplain.

***No Build Alternative***

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.



## 2.12. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. The project will not physically divide an established community. A review of the Gualala Town Plan, which is part of the Coastal Element of the Mendocino County General Plan, revealed no environmental conflicts. Therefore, no impacts to land use and planning will occur.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

### 2.13. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and location of the proposed project. Impacts to mineral resources are not anticipated because there are no known mineral resources present, nor would it result in the loss of a mineral resource recovery site.

#### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.14. Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions b) and c) listed within the CEQA Checklist Noise section. See below for further discussion of the “Less Than Significant Impact” determination made for question a).

### *Regulatory Setting*

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will result in a noise impact. If a proposed project is determined to cause a significant noise impact under CEQA, mitigation measures must be incorporated into the project unless those measures are not feasible.

### *Environmental Setting*

The project would occur on a segment of highway where retail and commercial properties, including hotels, are located on both sides for most of the project length.

### *Discussion of Environmental Evaluation Question 2.14 a) — Noise*

During construction, noise would be generated from the contractors' equipment and vehicles. The contractor would be required to conform to Caltrans Standard Specification, Section 14-8.02 which states:

*“Do not exceed 86 decibels (dBA) maximum sound level ( $L_{max}$ ) at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.”*

Work that would produce noise over 86 dBA, such as handheld circular saws and jackhammers, would be restricted to daytime work hours only.

**Table 4. Construction Equipment Noise<sup>12</sup>**

Equipment	Maximum Noise Level (dBA at 50 feet)
Pneumatic Tools	85
Chain Saw	85
Air Compressor	80
Dump Truck	84
Generator	70
Jackhammer	89
*Hand Held Circular Saw	91

<sup>12</sup> [http://www.fhwa.dot.gov/environment/noise/construction\\_noise/handbook/handbook09.cfm](http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm)

\* [http://www.dot.ca.gov/ser/downloads/MOUs/arcata\\_fws\\_concurltr.pdf](http://www.dot.ca.gov/ser/downloads/MOUs/arcata_fws_concurltr.pdf)

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
Quiet Urban Daytime	50	Large Business Office
		Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night,
	20	Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 9. Noise Levels of Common Activities

### Mitigation Measures

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

### No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.15. Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Population and Housing are not anticipated because the project does not involve activities that would induce population growth or displace housing or people.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.16. Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Impacts to Public Services are not expected because the project does not have potential to adversely affect public services or require new or physically altered government facilities.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.17. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. The purpose of this project is to enhance the downtown area of Gualala within the project limits by improving pedestrian and bicyclist recreational opportunities along SR 1 in Mendocino County.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.



## 2.18. Transportation/Traffic

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and description of the proposed project, as well as the Transportation Management Plan dated August 17, 2018. One purpose of the project is to add pedestrian and bicycle facilities for the first time, which will reduce the number of vehicle miles traveled since travelers would have access to non-motorized forms of transportation in the downtown area. Long-term adverse impacts to transportation and traffic are not anticipated.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.19. Tribal Cultural Resources

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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and the Cultural Resource Compliance Memo dated May 23, 2019.

Consultation with the Manchester Band of Pomo Indians resulted in no knowledge of cultural sites inside the project area, although proximity to the coast and nearby gathering areas was acknowledged. Therefore, no impacts to Tribal Cultural Resources are expected.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.20. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions b), c), d), and e) listed within the CEQA Utilities and Service Systems section. See below for further discussion of the “Less Than Significant Impact” determination made for question a).

### *Environmental Setting*

Several public and privately-owned utilities exist within the project limits. Potholing will be required at certain locations to positively identify the location and depth of these underground utilities to determine if relocation is necessary. Utility relocations will be required where the utilities conflict with proposed drainage work or construction of new sidewalk.

***Discussion of Environmental Evaluation Question 2.20 — a)***

*a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

No new or expanded utilities are planned for this project. There are approximately 50 water and sewer valve covers within the traveled way which will be elevated to match the future elevation of the pavement surface. Although potholing has not yet occurred, Caltrans estimates that approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' will be relocated into the sidewalk. Electrical, telephone, and fiber optic utility covers that are less than 1' x 1' will be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to 8 future drainage inlet locations will be required to relocate laterally.

There are no expected long-term impacts to utilities. Temporary impacts will be due to relocation efforts. It is anticipated that the work associated with the utility relocation will be short term. Once potholing information is received, relocation or protect-in-place efforts will be coordinated between the affected utility companies and Caltrans. If a disruption in service is anticipated, all parties involved (such as business owners) will be notified via letters, door tags (fliers), and door-to-door contact. Therefore, this impact would be less than significant.

***Mitigation Measures***

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

***No Build Alternative***

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.21. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Fire Hazard Severity Zones in State Responsibility Areas Map dated November 7, 2007. Potential impacts from wildfires are not anticipated because the project area is located outside of hazard zones designated as “Very High”.

### *No Build Alternative*

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

## 2.22. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### *Discussion of Environmental Evaluation Question 2.22—Mandatory Findings of Significance*

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

The proposed project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or

eliminate important examples of the major periods of California history or prehistory. Therefore, there is no impact.

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.)*

The proposed project does not have impacts that are individually limited but cumulatively considerable. Therefore, there is no impact.

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

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.

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

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.





## Chapter 3. Coordination and Comments

---

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, an informational open house, and consultation with the Mendocino Band of Pomo Indians.

Members of the project development team have met with the Gualala Municipal Advisory Council, the Mendocino County Association of Governments, and the community as a whole to provide updates on the proposed project, including developing a survey for local input. Native American coordination with the Mendocino Band of Pomo Indians was completed and no immediate concerns were identified. A meeting with a representative from the North Coast Regional Water Quality Control Board occurred on May 29, 2019, to discuss proposed on-site drainage. Coordination with the California Department of Fish and Wildlife occurred via a site visit on June 18, 2019.

After the circulation of this draft document and review and response to any public comments received, the project development team will decide how to move forward with the proposed alternatives.



## Chapter 4. List of Preparers

---

### *California Department of Transportation, District 1*

Phlora Barbash	Landscape Associate, Visual Contribution: Visual Impact Assessment, September 11, 2017 Supplemental Visual Impact Assessment, June 6, 2019
Frank Demling	Project Manager Contribution: Project Coordination
Dianne Edwards	Project Engineer Contribution: Project Design
Joan Fine	Architectural Historian Contribution: Historic Review
Dawn Graydon	Associate Environmental Planner, Natural Resources Contribution: Natural Environment Study Addendum, May 10, 2019
Samantha Hadden	Transportation Engineer, NPDES Coordinator Contribution: Water Quality Assessment Memo, April 25, 2018
Brian James	Associate Environmental Planner, Archaeology Contribution: Cultural Resources Compliance Memo, May 23, 2019
Mark Melani	Associate Environmental Planner, Hazardous Waste

Brandon Larsen	Supervising Environmental Planner Contribution: Environmental Office Chief
Liza Walker	Senior Environmental Planner Contribution: Environmental Branch Chief
Cari Williams	Environmental Planner, Coordinator Contribution: Initial Study Preparation
Saeid Zandian	Transportation Engineer, Air and Noise Contribution: Traffic Noise and Air Quality Impact Memo, May 23, 2019

## Chapter 5. Distribution List

---

### *Federal and State Agencies*

California Department of Fish and Wildlife  
619 2<sup>nd</sup> Street  
Eureka, CA 95501

North Coast Regional Water Quality Control Board  
5550 Skylane Boulevard Suite A  
Santa Rosa, CA 95403-1072

United States Army Corps of Engineers  
1455 Market Street #16  
San Francisco, CA 94103

### *Regional / County / Local Agencies*

Mendocino Council of Governments  
367 N. State Street, Suite 206  
Ukiah, CA 95482

Mendocino County Planning Department  
501 Low Gap Road  
Ukiah, CA 95482

### *Interested Groups, Organizations and Individuals*

Gualala Municipal Advisory Council  
P.O. Box 67  
Gualala, CA 95445



## **Appendix A. Title VI Policy Statement**

---





**DEPARTMENT OF TRANSPORTATION**

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



*Making Conservation  
a California Way of Life.*

April 2018

**NON-DISCRIMINATION  
POLICY STATEMENT**

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

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

For information or guidance on how to file a complaint, please visit the following web page:  
[http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov), or visit the website [www.dot.ca.gov](http://www.dot.ca.gov).

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*



## **Appendix B. Layouts of Proposed Work**

---









Dist.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO. TOTAL SHEETS
01	Men	001	0.6/1.0	
REGISTERED CIVIL ENGINEER			DATE	00-00-00
Month Day, Year				
PLANS APPROVAL DATE				

PRIMARY DESIGN ONLY

FOR REVIEW ONLY

*THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OF THE DIMENSIONS OF SCANNED  
COPIES OF THIS PLAN SHEET.*

D.M. EDWARDS

No. C-51898

Exp. 6-30-20

CIVIL

STATE OF CALIFORNIA




## LAYOUT

SCALE: 

**L-2**

LAST REVISION	DATE PLOTTED => 20-MAY-2019
	TIME PLOTTED => 13:44

LAST

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION 		FUNCTIONAL SUPERVISOR CAREN COONROD		CALCULATED - DESIGNED BY DIANNE EDWARDS	REVISED BY  
				CHECKED BY	DATE REVISED

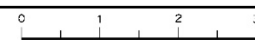
BORDER LAST REVISED 7/2/2010

```

USERNAME => s109509
DGN FILE => Alt 1 Layout 2.dgn

```

RELATIVE BORDER SCALE  
IS IN INCHES



UNIT 0312

PROJECT NUMBER &amp; PHASE

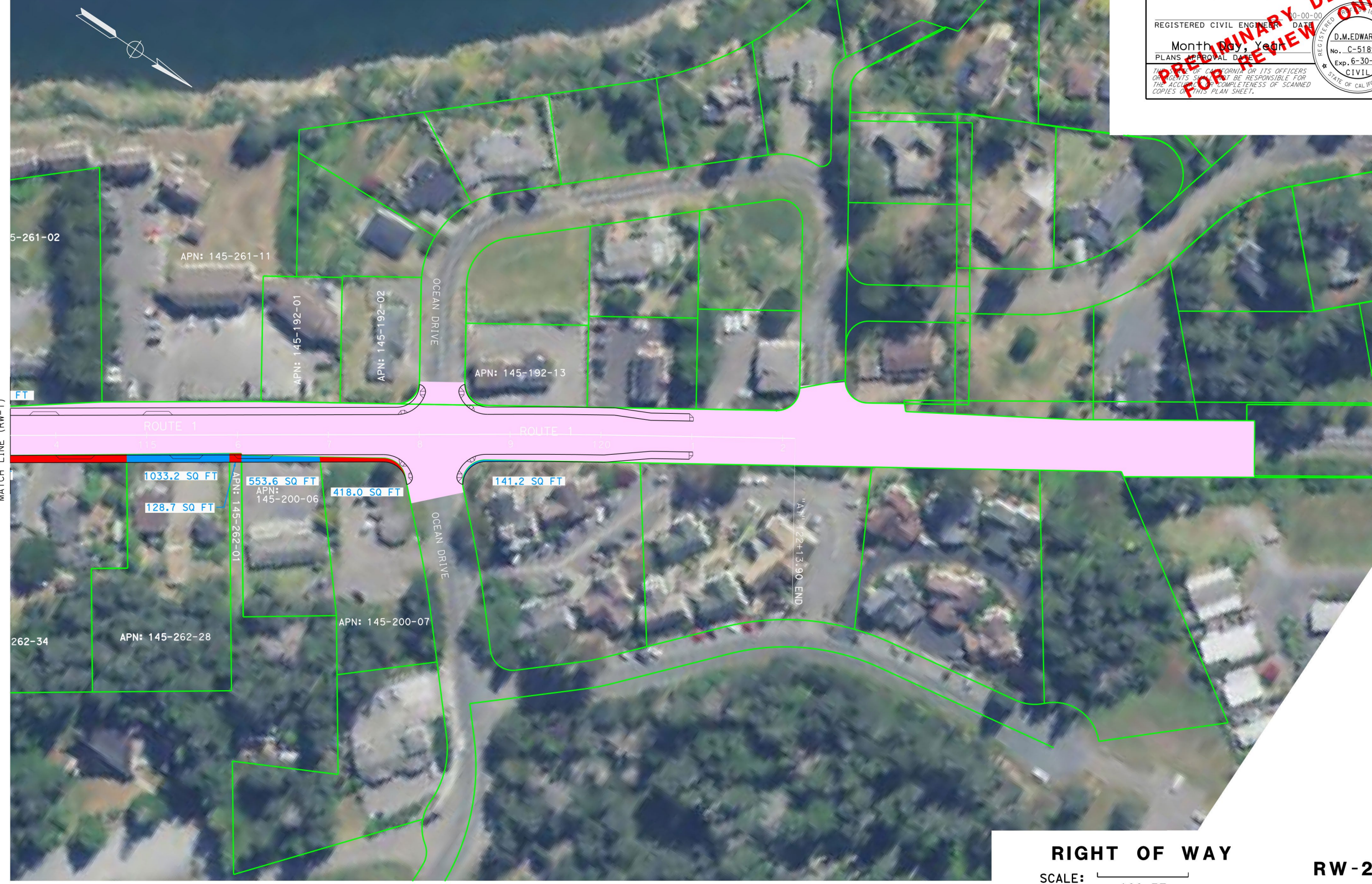
01130000032







ALTERNATIVE 1



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	001	0.6/1.0	1

REGISTERED CIVIL ENGINEER DATE 10-00-00  
Month Day, Year  
PLANS APPROVAL DATE  
D.M.EDWARDS  
No. C-51898  
Exp. 6-30-20  
CIVIL  
STATE OF CALIFORNIA

PRELIMINARY DESIGN FOR REVIEW ONLY

**RIGHT OF WAY**  
SCALE: 100 FT  
**RW-2**

DESIGN	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	REVISION
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CAREN COONROD	CHECKED BY	DJANNE EDWARDS	



ALTERNATIVE 2

LEGEND

- EXISTING SIDEWALK
- NEW SIDEWALK
- BIKE LANE
- ROADWAY
- EXISTING CULVERT

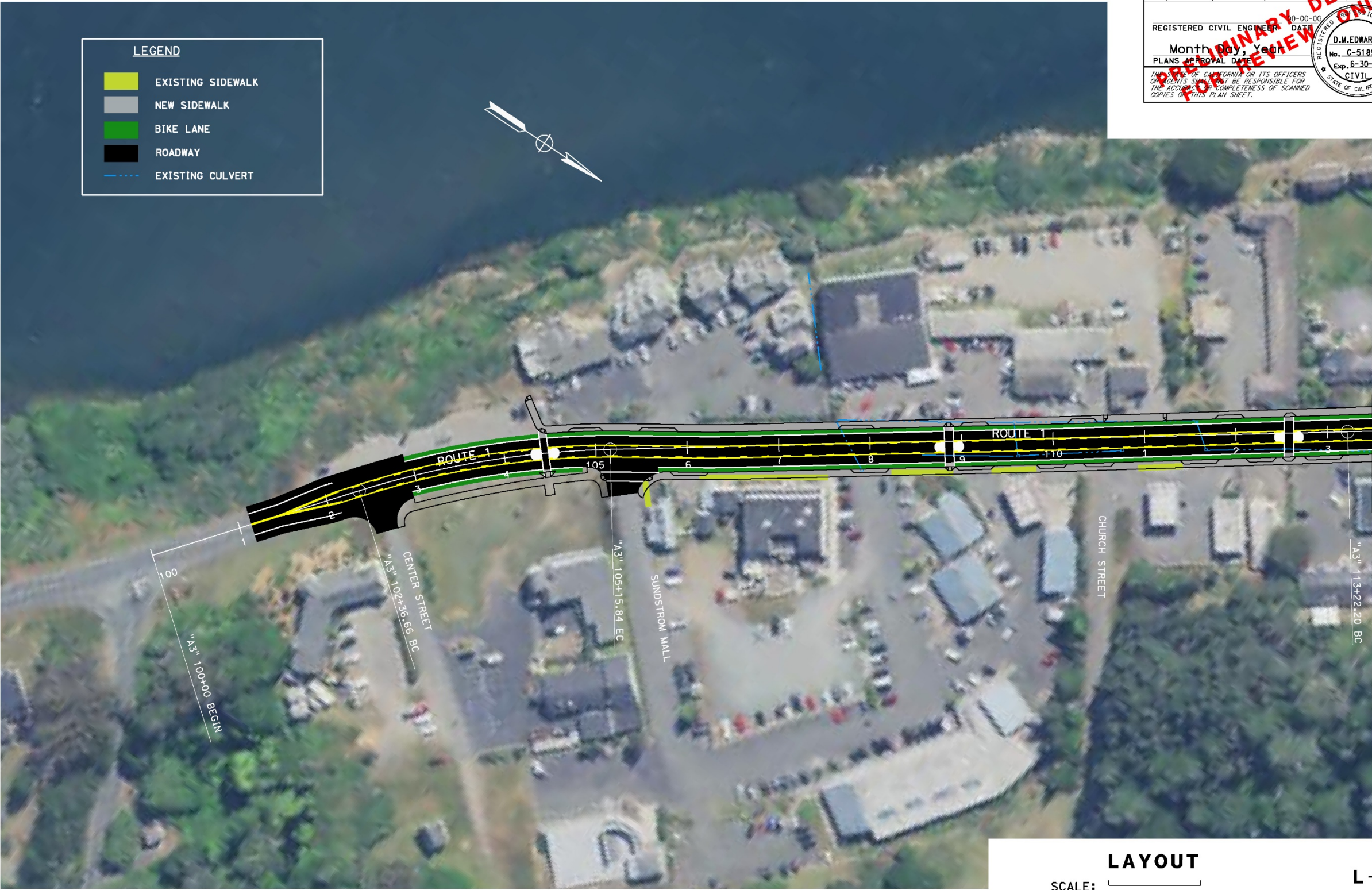
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	001	0.6/1.0	10	10

REGISTERED CIVIL ENGINEER DATE 10-00-00  
Month 00, Year 00  
PLANS APPROVAL DATE 00-00-00

**PRELIMINARY DESIGN FOR REVIEW ONLY**

D.M. EDWARDS  
No. C-51898  
Exp. 6-30-20  
CIVIL  
STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



LAYOUT  
SCALE: 100 FT

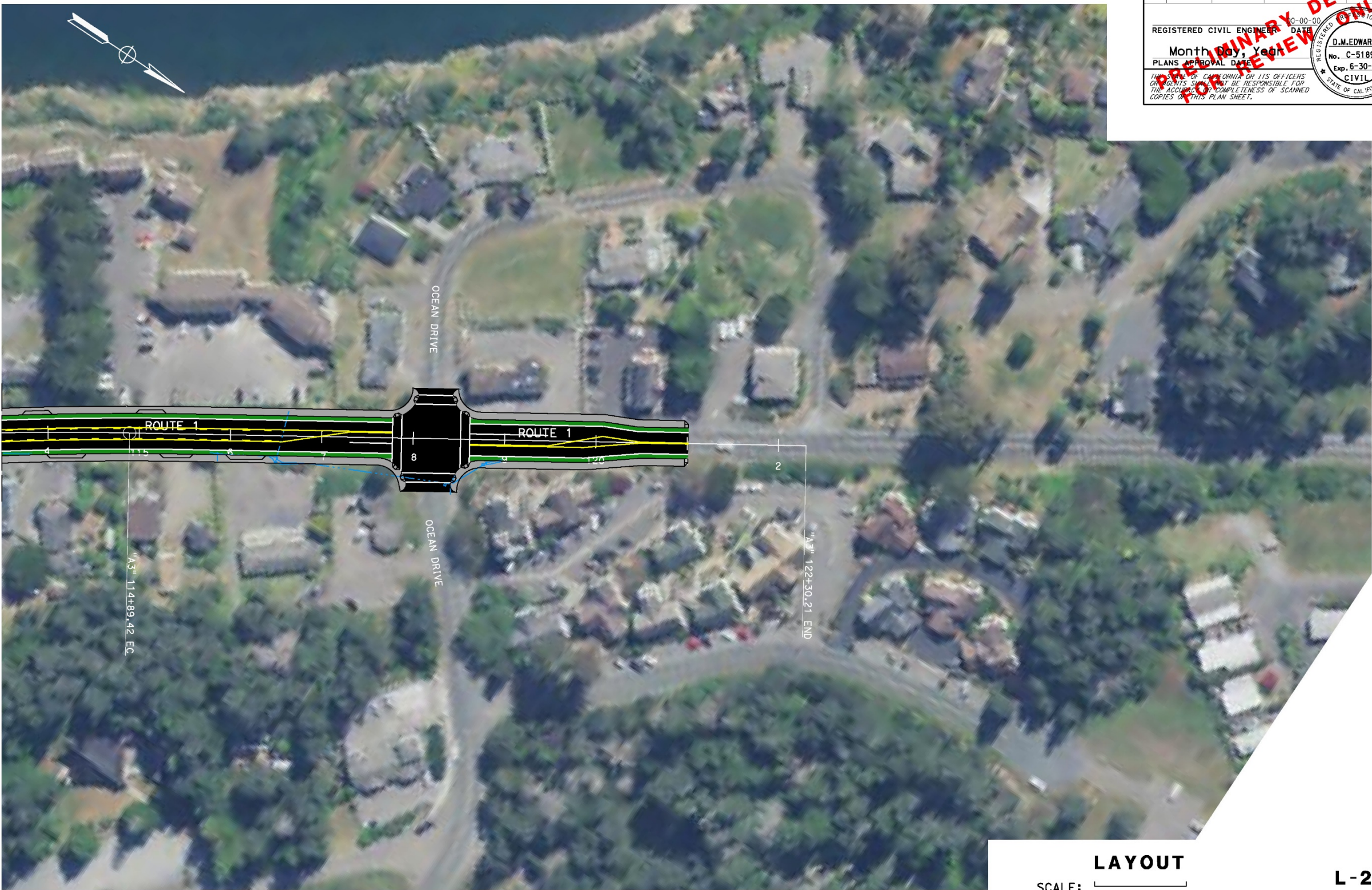
L-1

DATE PLOTTED => 10-JUN-2019  
TIME PLOTTED => 16:36

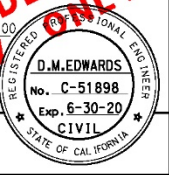
DESIGN		FUNCTIONAL SUPERVISOR		CALCULATED-DESIGNED BY		REVISOR	
CAREN COONROD		DIANNE EDWARDS		DATE REVISED		DATE REVISED	



ALTERNATIVE 2



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	001	0.6/1.0	1/1
REGISTERED CIVIL ENGINEER DATE 10-00-00				
Month Day, Year				
PLANS APPROVAL DATE				
IN STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.				



LAYOUT  
SCALE: 100 FT

L-2

DATE PLOTTED => 13-JUN-2019  
TIME PLOTTED => 13:30

BORDER LAST REVISED 7/2/2010

USERNAME => s109509  
DGN FILE => Alt 2 Layout 2.dgn

RELATIVE BORDER SCALE  
IS IN INCHES

UNIT 0312

PROJECT NUMBER & PHASE

01130000032



ALTERNATIVE 2



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	001	0.6/1.0	1/1

REGISTERED CIVIL ENGINEER  
D.M. EDWARDS  
No. C-51898  
Exp. 6-30-20  
CIVIL  
STATE OF CALIFORNIA

Month, Day, Year  
PLANS APPROVAL DATE

PRELIMINARY DESIGN  
FOR REVIEW ONLY

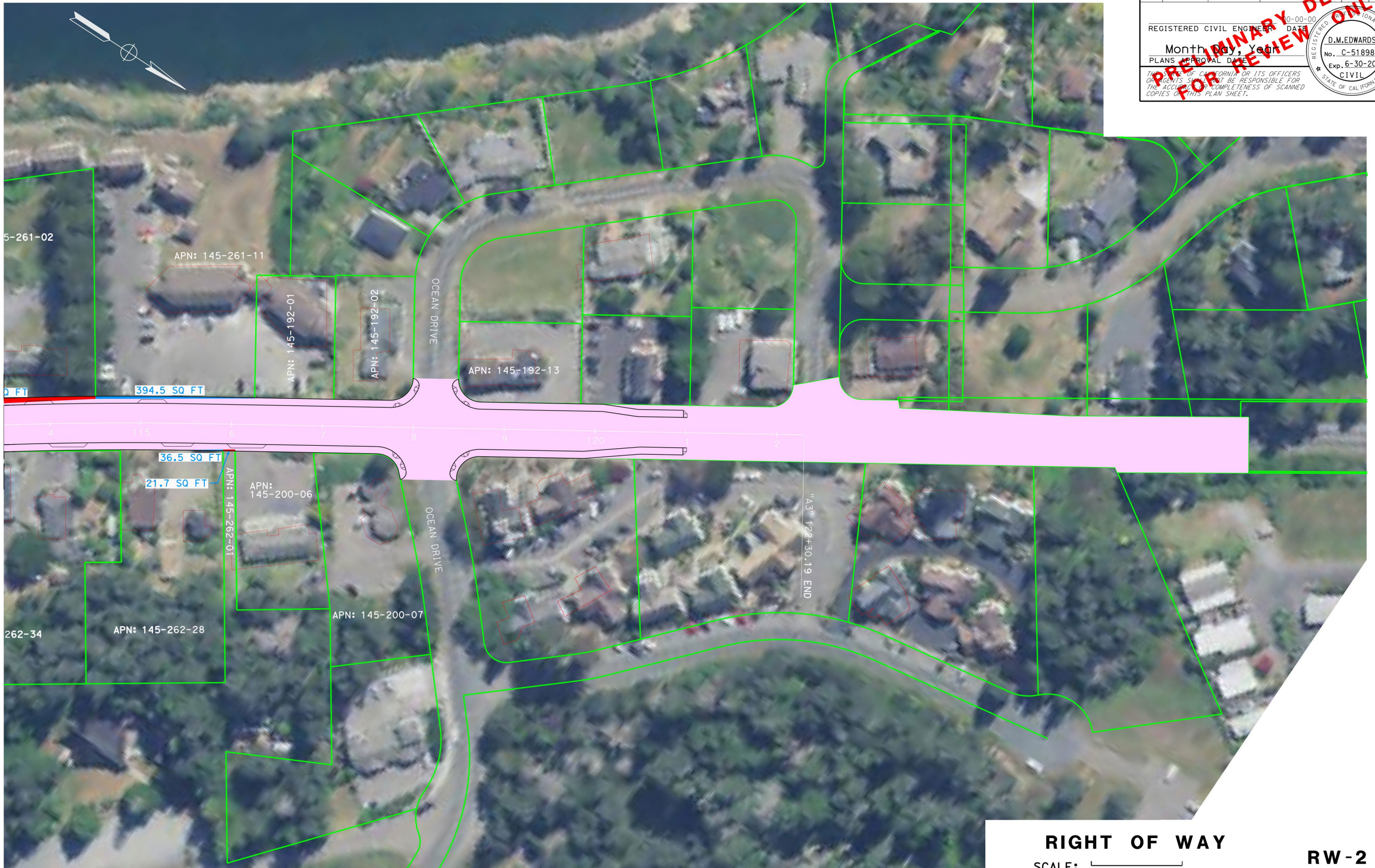
RIGHT OF WAY  
SCALE: 100 FT  
RW-1

DESIGN	FUNCTIONAL SUPERVISOR	CALCULATED-DIGNS BY	REVISOR
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CAREN COONROD	CHECKED BY	DIANNE EDWARDS
et Caltrans			



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
DESIGN  
Caltans®  
FUNCTIONAL SUPERVISOR  
CAREN COONROD  
CALCULATED-  
DESIGNED BY  
DIANNE EDWARDS  
CHECKED BY  
DATE REVIS  
REVIS  
DATE REVIS

ALTERNATIVE 2



RIGHT OF WAY  
SCALE: 100 FT  
RW-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	001	0.6/1	1

REGISTERED CIVIL ENGINEER  
DATE  
Month Day, Year  
PLANS APPROVAL DATE  
No. C-51898  
Exp. 6-30-20  
CIVIL  
STATE OF CALIFORNIA

PRELIMINARY DESIGN  
FOR REVIEW ONLY



## **Appendix C. USFWS and NMFS Species List**

---





## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Arcata Fish And Wildlife Office

1655 Heindon Road

Arcata, CA 95521-4573

Phone: (707) 822-7201 Fax: (707) 822-8411



In Reply Refer To:

June 05, 2019

Consultation Code: 08EACT00-2018-SLI-0157

Event Code: 08EACT00-2019-E-00815

Project Name: 01-0C720 Gualala Downtown Enhancements

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

#### To Whom It May Concern:

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

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

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

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

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

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

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

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

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

Attachment(s):

- Official Species List



## Official Species List

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

This species list is provided by:

**Arcata Fish And Wildlife Office**  
1655 Heindon Road  
Arcata, CA 95521-4573  
(707) 822-7201

## Project Summary

Consultation Code: 08EACT00-2018-SLI-0157

Event Code: 08EACT00-2019-E-00815

Project Name: 01-0C720 Gualala Downtown Enhancements

Project Type: TRANSPORTATION

**Project Description:** Improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project proposes to modify State Route 1 (SR-1) through the community of Gualala. The project is intended to improve the livability of downtown Gualala while still maintaining the tourist functions of Gualala. The project proposes a lane width reduction along with the addition of pedestrian facilities, Class II bike facilities and left-turn channelization. The proposed lanes are two 11-foot wide travel lanes with a 12-foot-wide two-way left-turn lane (TWLTL), a 5-foot-wide bike lane on each side of SR-1, and 6-foot to 8-foot-wide winding pedestrian sidewalks.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/38.76769461049285N123.52988835336627W>



Counties: Mendocino, CA

## Endangered Species Act Species

There is a total of 16 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

## Mammals

NAME	STATUS
Fisher <i>Pekania pennanti</i> Population: West coast DPS No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/3651">https://ecos.fws.gov/ecp/species/3651</a>	Proposed Threatened
Point Arena Mountain Beaver <i>Aplodontia rufa nigra</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7727">https://ecos.fws.gov/ecp/species/7727</a>	Endangered

---

## Birds

NAME	STATUS
<b>Marbled Murrelet</b> <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/4467">https://ecos.fws.gov/ecp/species/4467</a>	Threatened
<b>Northern Spotted Owl</b> <i>Strix occidentalis caurina</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/1123">https://ecos.fws.gov/ecp/species/1123</a>	Threatened
<b>Western Snowy Plover</b> <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened
<b>Yellow-billed Cuckoo</b> <i>Coccyzus americanus</i> Population: Western U.S. DPS There is <b>proposed</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/3911">https://ecos.fws.gov/ecp/species/3911</a>	Threatened

## Reptiles

NAME	STATUS
<b>Green Sea Turtle</b> <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6199">https://ecos.fws.gov/ecp/species/6199</a>	Threatened
<b>Leatherback Sea Turtle</b> <i>Dermochelys coriacea</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/1493">https://ecos.fws.gov/ecp/species/1493</a>	Endangered

## Amphibians

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

## Fishes

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/57">https://ecos.fws.gov/ecp/species/57</a>	Endangered

## Insects

NAME	STATUS
Behren's Silverspot Butterfly <i>Speyeria zerene behrensi</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/900">https://ecos.fws.gov/ecp/species/900</a>	Endangered
Lotis Blue Butterfly <i>Lycaeides argyrognomon lotis</i> There is <b>proposed</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5174">https://ecos.fws.gov/ecp/species/5174</a>	Endangered

## Crustaceans

NAME	STATUS
California Freshwater Shrimp <i>Syncaris pacifica</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7903">https://ecos.fws.gov/ecp/species/7903</a>	Endangered

## Flowering Plants

NAME	STATUS
Burke's Goldfields <i>Lasthenia burkei</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4338">https://ecos.fws.gov/ecp/species/4338</a>	Endangered
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/7058">https://ecos.fws.gov/ecp/species/7058</a>	Endangered
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6459">https://ecos.fws.gov/ecp/species/6459</a>	Endangered

## Critical habitats

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

Graydon, Dawn@DOT

---

From: Graydon, Dawn@DOT  
Sent: Wednesday, June 05, 2019 4:38 PM  
To: nmfswcrca.specieslist@noaa.gov  
Subject: Gualala Downtown Enhancements, Caltrans project 01-0C720, 01-MEN-001 PM

Dear NMFS,

I am requesting confirmation that I have identified selected species and critical habitats potentially affected by the referenced project;  
Gualala Downtown Enhancements Project 01-0C720, 01-MEN-001 PM 0.6 – 1.0 - located in Mendocino County In Mendocino County at Gualala From 150 feet South of Center Street to 275 feet North of Ocean Drive. This location is within the southeast corner half of the Gualala Quadrangle (Township 11 North, 15 West - Section 27).

The project proposes a lane width reduction along with the addition of pedestrian facilities, Class II bike facilities and left-turn channelization. The proposed lanes are two 11-foot wide travel lanes with a 12-foot-wide two-way left-turn lane (TWLTL), a 5-foot-wide bike lane on each side of SR-1, and 6-foot to 8-foot-wide winding pedestrian sidewalks. Three median islands are planned in the TWLTL, which will serve as pedestrian refuges in crosswalks.

Data were accessed today, June 5, 2019, via the Google Earth Pro link and Excel Table provided on the NMFS West Coast Region - California Species List Tools website:  
[http://www.westcoast.fisheries.noaa.gov/maps\\_data/california\\_species\\_list\\_tools.html](http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html).

Agency:  
Caltrans District 01  
North Region Environmental Services  
1656 Union Street  
Eureka, Ca 95501

Contact:  
Dawn J. Graydon  
Assoc. Environmental Planner/Biologist  
707-441-5844  
[dawn.graydon@DOT.ca.gov](mailto:dawn.graydon@DOT.ca.gov)

Thank you,  
Dawn Graydon

---

Quad Name **Gualala**  
Quad Number **38123-G5**

### **ESA Anadromous Fish**

SONCC Coho ESU (T) -	
CCC Coho ESU (E) -	<b>X</b>
CC Chinook Salmon ESU (T) -	<b>X</b>
CVSR Chinook Salmon ESU (T) -	

SRWR Chinook Salmon ESU (E) -

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

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

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

### **ESA Anadromous Fish Critical Habitat**

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat - **X**

CC Chinook Salmon Critical Habitat - **X**

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat - **X**

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

### **ESA Marine Invertebrates**

Range Black Abalone (E) - **X**

Range White Abalone (E) -

### **ESA Marine Invertebrates Critical Habitat**

Black Abalone Critical Habitat -

### **ESA Sea Turtles**

East Pacific Green Sea Turtle (T) - **X**

Olive Ridley Sea Turtle (T/E) - **X**

Leatherback Sea Turtle (E) - **X**

North Pacific Loggerhead Sea Turtle (E) -

### **ESA Whales**

Blue Whale (E) - **X**

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

### **ESA Pinnipeds**

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

### **Essential Fish Habitat**

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

### **MMPA Species (See list at left)**

### **ESA and MMPA Cetaceans/Pinnipeds**

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

MMPA Cetaceans - X  
MMPA Pinnipeds - X

**Dawn J Graydon**

Assoc. Environmental Planner | NS  
Caltrans | North Region Environmental  
1656 Union Street | Eureka CA 95501  
w. 707-441-5844



**Graydon, Dawn@DOT**

---

**From:** NMFSWCRCA Specieslist - NOAA Service Account  
<nmfswcrca.specieslist+canned.response@noaa.gov>  
**Sent:** Wednesday, June 05, 2019 4:38 PM  
**To:** Graydon, Dawn@DOT  
**Subject:** Re: Gualala Downtown Enhancements, Caltrans project 01-0C720, 01-MEN-001 PM

Receipt of this message confirms that NMFS has received your email to [nmfswcrca.specieslist@noaa.gov](mailto:nmfswcrca.specieslist@noaa.gov). If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page ([http://www.westcoast.fisheries.noaa.gov/maps\\_data/california\\_species\\_list\\_tools.html](http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html)), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600