

# Eureka Sidewalks and Curbs Project

HUMBOLDT COUNTY, CALIFORNIA

DISTRICT 1 – HUM – 101 (Post Miles 77.3 to 78.1)

0G420 / 01 1600 0186

## Initial Study with Proposed Negative Declaration



Prepared by the  
State of California, Department of Transportation



April 2019

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## 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 Americans with Disabilities Act of 1990 (ADA) compliance project on US Route 101 in Eureka, Humboldt County, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document explains 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. The Initial Study with Proposed Negative Declaration (IS/ND) is available for review at the locations listed below. Individual technical studies can be requested by contacting Julie East at (707) 441-4568 or [julie.east@dot.ca.gov](mailto:julie.east@dot.ca.gov).
  - Caltrans District 1 Office at 1656 Union Street, Eureka
  - Online at [dot.ca.gov/dist1/d1projects/envdocs.htm](http://dot.ca.gov/dist1/d1projects/envdocs.htm)
- Submit comments via postal mail to:  
Julie East, Associate Environmental Planner  
Caltrans District 1, Environmental Management Branch  
1656 Union Street  
Eureka, CA 95501
- Submit comments via email to: [julie.east@dot.ca.gov](mailto:julie.east@dot.ca.gov)
- Be sure to send comments by the deadline: **May 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 can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Julie East - Associate Environmental Planner, North Region Environmental, E-1 Branch, 1656 Union Street, Eureka, CA 95901; email [julie.east@dot.ca.gov](mailto:julie.east@dot.ca.gov); (707) 441-4568 voice; or use the California Relay Service at 711.

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# Eureka Sidewalks and Curbs Project

Construct ADA improvements on US Route 101 in Humboldt County,  
from post mile 77.3 to 78.1 in Eureka

## Initial Study with Proposed Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

02/28/19

Date of Approval



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

The following persons may be contacted for more information about this document: Julie East, Associate Environmental Planner, North Region Environmental, E-1 Branch, 1656 Union Street, Eureka, CA 95901; email [julie.east@dot.ca.gov](mailto:julie.east@dot.ca.gov); (707) 441-4568 voice; or use the California Relay Service at 711.

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# Proposed Negative Declaration

Pursuant to: Division 13, California Public Resources Code

SCH#: Pending

## Project Description

The California Department of Transportation (Caltrans) proposes to construct improvements on US Route 101 between post miles 77.3 and 78.1 in Humboldt County in the City of Eureka for compliance with the Americans with Disabilities Act (ADA). Work would include replacing curb ramps, sidewalks, and driveways. The project would also improve drainage and the install audible pedestrian signals at existing signalized intersections.

## 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 minimal or no effect on agricultural and forest resources, air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems.

The proposed project would have a less than significant impact on hazardous materials.

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

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Date

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# Standard Abbreviated Terms

ABBREVIATION	DESCRIPTION
AB	Assembly Bill
ADA	Americans with Disabilities 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
CFGC	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
CRHR	California Register of Historical Places
CTP	California Transportation Plan
CWA	Clean Water Act
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-tetrafluoroethane
HFC-152a	difluoroethane
IS	Initial Study
IPCC	Intergovernmental Panel on Climate Change
LCFS	Low carbon fuel standard
LSAA	Lake or Streambed Alteration Agreement

ABBREVIATION	DESCRIPTION
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
ND	Negative Declaration
NEPA	National Environmental Policy Act
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
PRC	Public Resources Code
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	Post mile
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF <sub>6</sub>	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
SWMP	Storm Water Management Plan



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ABBREVIATION	DESCRIPTION
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.	United States
US 101	US (United States) Highway 101
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	US Department of Transportation
U.S. EPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle miles traveled
WDRs	Waste Discharge Requirements
WQOs	Water Quality Objectives

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# Chapter 1. Proposed Project

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## 1.1. Project History

Caltrans has identified and prioritized locations that need to be upgraded to current Americans with Disabilities Act (ADA) standards. This project was initiated by the Caltrans District 1 Traffic Safety Office to address ADA deficiencies. A Project Initiation Report was completed by District 1 staff and approved in April 2017.

## 1.2. Project Description

This ADA improvement project is located on US Route 101 in Humboldt County within the City of Eureka from post miles (PM) 77.3 to 78.1, from Wabash Avenue to Commercial Street. The scope of work would include replacing curb ramps, sidewalks, driveways. The project would also include drainage improvements and the installation of audible pedestrian systems at existing signalized intersections.

The purpose of this project is to address ADA deficiencies on US Route 101 within the project limits.

The project is needed because US Route 101 within the project limits was identified as a priority location for ADA upgrades as many of the pedestrian facilities do not meet current ADA standards. The nature of this section of highway, also known as Broadway, is urban with high traffic and pedestrian volumes.

### 1.3. Project Maps

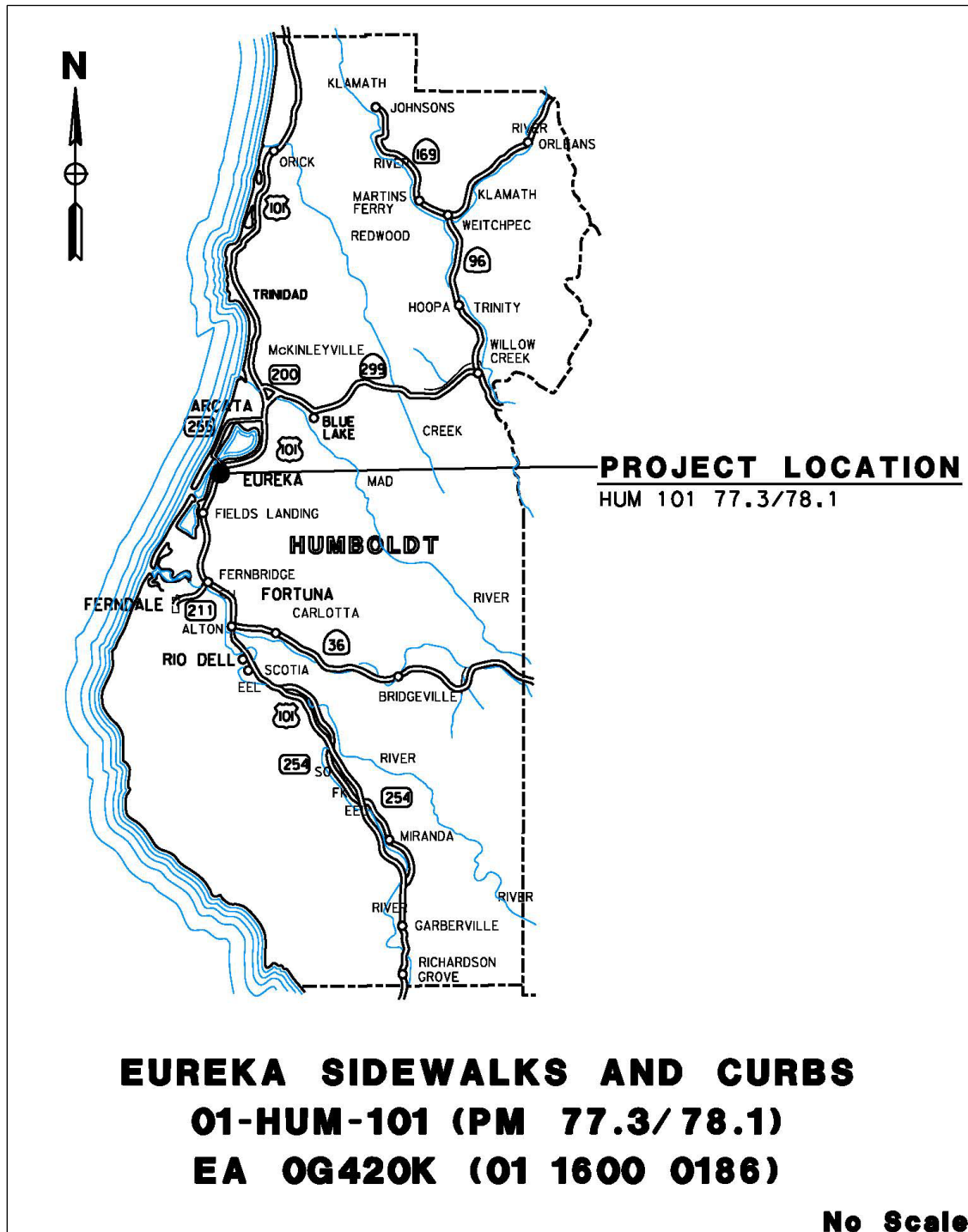
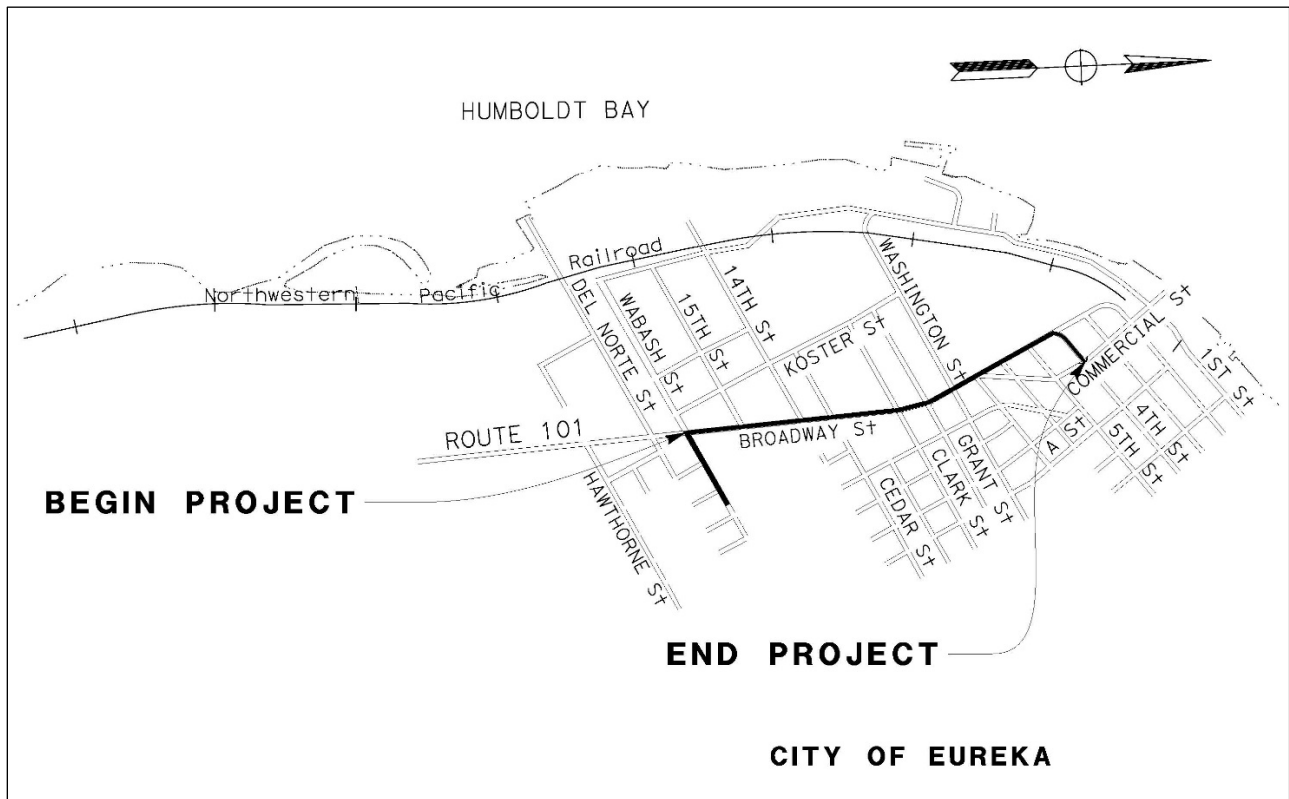


Figure 1 Project Vicinity Map



**Figure 2 Project Location Map**

## 1.4. Permits and Approvals Needed

This project would require clearance under the California Coastal Act of 1976. It falls under the jurisdiction of both the California Coastal Commission and the City of Eureka. An exemption may be appropriate for the portion of the project in the State's jurisdiction. If an exemption is not deemed appropriate, a waiver would be sought. A Coastal Development permit may be required for the portion of work in the City's jurisdiction. These determinations would be made in consultation with the agencies after project approval.

No other resource agency approvals would be needed for this project.

**Table 1 Agency Approvals**

Agency	Permit/Approval	Status
California Coastal Commission/City of Eureka	Exemption, Waiver, or Coastal Development Permit	Exemption, Waiver, and/or Permit would be sought after project approval.

## 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 Route 101 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 applied to project.

### 1.5.3. 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 were 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 were 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.

**CR-3:** In the unlikely event that fossils were encountered during project excavations, Caltrans Standard Specification 14-7 would be followed. This standard specification states that if unanticipated paleontological resources were discovered at the job site, all work within 60 feet would stop, the area around the fossil would be protected, and the Resident Engineer would be notified.

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

**WQ-1:** The project would comply with the Provisions of the Caltrans Statewide National Pollution Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ), which became effective July 1, 2013, and the Construction General Permit (Order 2009-0009-DWQ).

Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) (per the Construction General Permit Order 2009-0009-DWQ) that includes erosion-control measures and construction waste containment measures so that waters of the State were protected during and after project construction.

The SWPPP would identify the sources of pollutants that may affect the quality of stormwater; include construction site BMPs to control sedimentation, erosion, and potential chemical pollutants; provide for construction materials management; include non-stormwater BMPs; and include routine inspections and a monitoring and reporting plan. All construction site BMPs would follow the latest edition of the Storm Water Quality Handbooks: Construction Site BMPs Manual to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed.

The project SWPPP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction would likely require the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.

- Fiber rolls/or silt fences installed.
- Existing vegetated areas would be maintained to the maximum extent practicable.
- Clearing, grubbing, and excavation would be limited to specific locations, as delineated on the plans, to maximize the preservation of existing vegetation.
- Vegetation reestablishment or other stabilization measures would be implemented on disturbed soil areas, per the erosion control plan.
- Soil disturbing work limited during the rainy season.

#### ***1.5.5. Hazardous Materials***

**HM-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.

**HM-2:** The contractor(s), upon discovery of unanticipated hazardous substances or asbestos, would immediately stop working in the area of discovery and notify the Resident Engineer if it is reasonably believed to be a hazardous substance as defined in Health & Safety Code § 25316 and § 25317, or the substance is asbestos as defined in Labor Code § 6501.7, as per Caltrans Standard Specifications 2015, SSP 14-11.02.

#### ***1.5.6. Animal Species***

**AS-1:** To protect migratory and nongame birds, 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 1 through September 15), or if vegetation removal is required during the breeding season, a nesting bird survey would be conducted within one week of removal by a qualified biologist. 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.

#### ***1.5.7. 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 Fish and Wildlife Service—in other words, species protected by the federal Endangered Species Act).



## Chapter 2. CEQA Environmental Checklist

### Project Description

Project Title:	Eureka Sidewalks and Curbs Project
Lead Agency/Project Sponsor's name and address:	California Department of Transportation 1656 Union Street Eureka, CA 95501
Contact person and phone number:	Julie East, Associate Environmental Planner, 707-441-4568
Project Location:	This project is located on US Route 101 in Humboldt County within the City of Eureka from post miles (PM) 77.3 to 78.1, from Wabash Avenue to Commercial Street.
General plan description:	Land appropriate for use by public agency for the purpose of serving the public health, safety, convenience, or welfare.
Zoning:	Commercial, Public
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	The proposed project would include replacing or installing curb ramps, sidewalks, and driveways. The project would also include drainage improvements and the installation of audible pedestrian systems at existing signalized intersections. A fiber optic link to the Caltrans District Office on Wabash would be installed to accommodate pedestrians and improve the flow of traffic through signalized intersections.
Surrounding land uses and setting; briefly describe the project's surroundings:	Land surrounding project area is municipal, commercial, industrial, and residential.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	California Coastal Commission/City of Eureka (project includes both coastal jurisdictions)
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?  Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.	Yes, the Blue Lake Rancheria Wiyot Tribe, the Bear River Band of Rohnerville Wiyot Tribe, and the Table Bluff Rancheria Wiyot Tribe have been consulted for this project.

### **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 type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<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 type="checkbox"/>	Noise
<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 type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance				

The CEQA 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 are related to CEQA impacts only. The questions in the 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 part of the project description and are 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, the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. The CEQA Guidelines require a “statement of objectives sought by the proposed project” (14 CCR § 15124(b)).

CEQA requires the identification of each “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 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 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). Proposed mitigation measures must generally be subject to public review prior to adopting a mitigated negative declaration (14 CCR § 15073.5 [new mitigation measures necessary to reduce a significant impact require recirculation]; 15074.1 [different mitigation measures may be substituted if they are equally effective if the lead agency holds a hearing and makes a specific finding]). 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 the 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.

## 2.1. Aesthetics

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 are supported by the Visual Impact Assessment prepared for the project on December 27, 2018.

## 2.2. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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 for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<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 urban setting of the proposed project.

## 2.3. 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors 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 scope, description, and location of the proposed project. An Air Quality Impact Assessment, dated January 11, 2019, was prepared for the proposed project. The assessment concluded that conformity requirements do not apply as Humboldt County is designated as attainment or is unclassified for all current National Ambient Air Quality Standards.

There would be temporary construction emissions associated with the project. Please see Section 2.7 - Greenhouse Gas Emissions for more information.

## 2.4. Biological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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 Game or U.S. Fish and Wildlife Service?	<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, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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, description, and location of the proposed project. A Biological Review, dated January 9, 2019, reported findings from desktop and field reviews. Potential impacts to biological resources are not anticipated due to the developed urban setting and the absence of sensitive resources where construction will occur. The proposed project is within the roadway prism of US Route 101 within the city of Eureka.



## 2.5. Cultural and Paleontological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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) 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"/>
d) 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, as well as the Cultural Screening Memo dated October 22, 2018. Native American coordination took place on September 20, 2017, during a meeting between Caltrans and representatives from the Blue Lake Rancheria Wiyot Tribe, the Bear River Band of Rohnerville Wiyot Tribe, and the Table Bluff Rancheria Wiyot Tribe. The meeting resulted in the tribes having no immediate concerns for the project.

## 2.6. Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. The project area has a flat topography and does not show signs of substantial erosion or landslide activity; there is no evidence that would indicate US Route 101 in Eureka is subject to high rates of erosion, slope failures, or unstable geology.

## 2.7. Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this this document provides the public and decision-makers as much information about the project as possible. It is Caltrans's determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the following discussion.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

### *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 has 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>), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.<sup>1</sup> In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.<sup>2</sup> The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion.

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).

### **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>3</sup>

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<sup>1</sup> [www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014](http://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014)

<sup>2</sup> [www.arb.ca.gov/cc/inventory/data/data.htm](http://www.arb.ca.gov/cc/inventory/data/data.htm)

<sup>3</sup> [www.fhwa.dot.gov/environment/sustainability/resilience/](http://www.fhwa.dot.gov/environment/sustainability/resilience/)

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>4</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. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

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 Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR):* With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

*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.

*Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel 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 Corporate Average Fuel Economy (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.

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<sup>4</sup> [www.sustainablehighways.dot.gov/overview.aspx](http://www.sustainablehighways.dot.gov/overview.aspx)

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.

U.S. EPA, in conjunction with the National Highway Traffic Safety Administration (NHTSA), issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010<sup>5</sup> and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025.

However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.<sup>6</sup>

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 year 2018–2027 vehicles.

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<sup>5</sup> <https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy>

<sup>6</sup> [www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse](http://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse)

**STATE**

With the passage of legislation, including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

*Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002:* This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009 model year.

*Executive Order S-3-05 (June 1, 2005):* The goal of this executive order (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 32 in 2006 and SB 32 in 2016.

*Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006:* AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that 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 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.

*Executive Order 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.

*Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions:* This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

*Senate Bill 375 (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.

*Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan:* This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

*Executive Order 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.

*Executive Order B-30-15 (April 2015):* Establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order 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>2e</sub>). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

*Senate Bill 32, (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.

### ***Environmental Setting***

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. 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. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. 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. As part of its supporting documentation for the updated Scoping



Plan, ARB released the GHG inventory for California.<sup>7</sup> ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented.

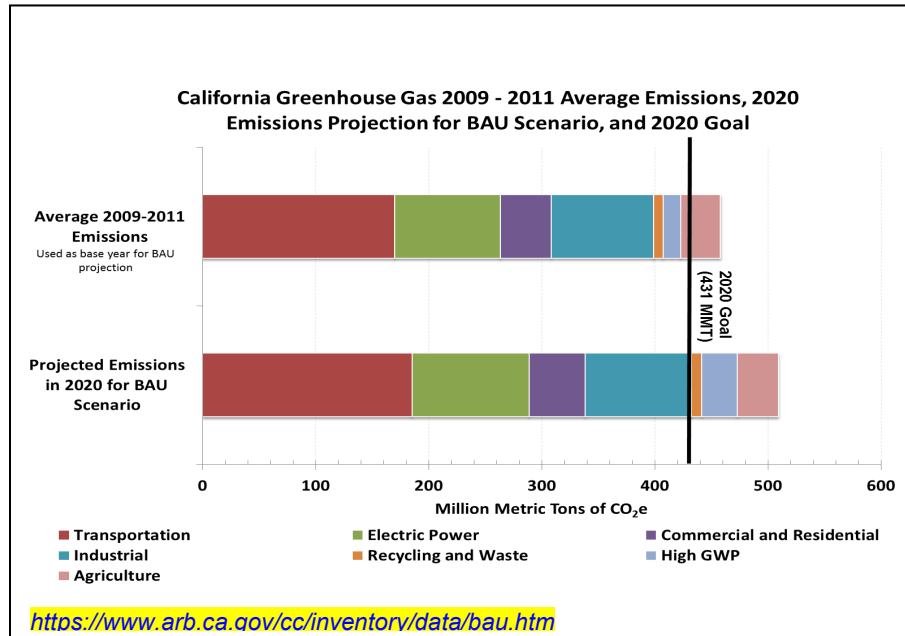
The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 MMTCO<sub>2</sub>e.<sup>8</sup> The 2018 edition of the GHG emissions inventory (released July 2018) found total California emissions of 429 MMTCO<sub>2</sub>e for 2016.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 MMTCO<sub>2</sub>e total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO<sub>2</sub>e.

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<sup>7</sup> 2018 Edition of the GHG Emission Inventory (July 2018): [www.arb.ca.gov/cc/inventory/data/data.htm](http://www.arb.ca.gov/cc/inventory/data/data.htm)

<sup>8</sup> The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4).



**Figure 3 2020 Business as Usual (BAU) Emissions Projection 2014 Edition**

### *Project Analysis*

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG.<sup>9</sup> 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. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

<sup>9</sup> This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

### **Operational Emissions**

The purpose of the proposed project is to address ADA deficiencies. It is not a congestion relief project and would neither add roadway capacity nor increase traffic volumes or vehicle miles traveled. Accordingly, an increase in operational emissions due to the proposed project is not anticipated.

### **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 proposed project is expected to last 124 working days (approximately six months), with an estimated total release of 140 metric tons CO<sub>2</sub>e estimated by the CAL-CET2018 (1.1). To reduce GHG emissions during construction, Caltrans requires contractors to comply with air pollution control rules, regulations, ordinances, and statutes that apply to the project. Common air pollution control measures such as idling restrictions also help reduce construction vehicle GHG emissions. A traffic management plan during construction would help minimize GHG emissions from traffic delays and idling.

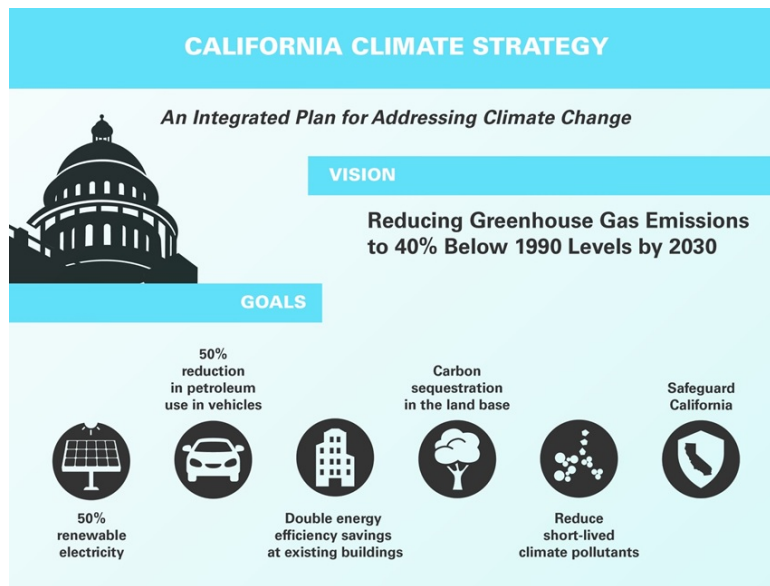
### **CEQA Conclusion**

While the project would result in a slight increase in GHG emissions during construction, it is anticipated that the project would not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

### **Greenhouse Gas Reduction Strategies**

#### ***Statewide Efforts***

To further the vision of California's GHG reduction targets outlined in AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (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 farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.



**Figure 4 The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals**

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester 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. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all the other statewide transportation planning documents.

*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 to 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 funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation

Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013).

*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 activities undertaken by Caltrans statewide 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 includes ADA improvements to sidewalks and driveways, making them safer and more accessible to other nonmotorized modes of transportation that reduce GHGs.
- Traffic and Transportation measures would also reduce or minimize GHG emissions during construction (see Section 1.7):
  - 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.

- All areas temporarily disturbed during construction would be revegetated with appropriate native species. Landscaping reduces surface warming, and through photosynthesis, decreases CO<sub>2</sub>. This replanting would help offset any potential CO<sub>2</sub> emissions increase.

### *Adaptation Strategies*

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

### **Federal Efforts**

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011<sup>10</sup>, outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued *U.S. DOT Policy Statement on Climate Adaptation* in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that

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<sup>10</sup> <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”<sup>11</sup>

To further the DOT Policy Statement, on December 15, 2014, FHWA issued *Order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events)*.<sup>12</sup> This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation’s transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.<sup>13</sup>

### **State Efforts**

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California’s vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, Sea-Level Rise for the Coasts of California, Oregon, and Washington (Sea-Level Rise Assessment Report),<sup>14</sup> was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level

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<sup>11</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>12</sup> [www.fhwa.dot.gov/legregs/directives/orders/5520.cfm](http://www.fhwa.dot.gov/legregs/directives/orders/5520.cfm)

<sup>13</sup> [www.fhwa.dot.gov/environment/sustainability/resilience/](http://www.fhwa.dot.gov/environment/sustainability/resilience/)

<sup>14</sup> Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future (2012) is available at [www.nap.edu/catalog.php?record\\_id=13389](http://www.nap.edu/catalog.php?record_id=13389).



rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy (Dec 2009)*,<sup>15</sup> which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan)*.

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the State of California Sea-Level Rise Interim Guidance Document (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided “guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California,” specifically, “information and recommendations to enhance consistency across agencies in their development of approaches to SLR.”<sup>16</sup>

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

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<sup>15</sup> [www.climatechange.ca.gov/adaptation/strategy/index.html](http://www.climatechange.ca.gov/adaptation/strategy/index.html)

<sup>16</sup> [www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/](http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/)

All projects must consider future climate conditions in the planning and design decisions. A Sea Level Rise analysis is required for projects in the Coastal Zone requiring 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 sea-level rise. The most likely range of sea level rise by 2050 at this location is projected to be between 0.9 feet to 1.5 feet under a high emissions scenario, according to the *State of California Sea-Level Rise Guidance: 2018 Update*.<sup>17</sup> Visualization of 3 feet of sea-level rise using the NOAA Sea Level Rise viewer<sup>18</sup> indicates that the project location would not be inundated under those conditions.

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<sup>17</sup> [www.opc.ca.gov/updating-californias-sea-level-rise-guidance/](http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/)

<sup>18</sup> [coast.noaa.gov/digitalcoast/tools/slr](https://coast.noaa.gov/digitalcoast/tools/slr)

## 2.8. 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<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), g), and h) listed within the CEQA Checklist Hazard and Hazardous Material section. See below for further discussion of the “Less Than Significant Impact” determination made for question d). The proposed project does not involve the routine transport of hazardous materials and would not create a new source of

hazardous material or hazardous emissions, affect emergency response, or create a public safety hazard.

### ***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 RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency 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 in February 2018 and is on file with the department. There are numerous Cortese List sites (gas stations that had releases of petroleum hydrocarbons from tanks or dispensers) within the project corridor.

### ***Discussion of Environmental Evaluation Question 2.8—Hazards and Hazardous Materials***

The following CEQA Checklist item was used to evaluate the impacts of the proposed project on 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 project would be located on multiple sites that are on the Cortese list of hazardous materials. The sidewalk and driveway work associated with these sites would require only shallow depths of excavation and would not likely encounter contamination related to the hazardous materials listing. The activities associated with this project would not create a substantial health hazard to the public or the environment. Given this, a determination was made that the project would have a Less Than Significant Impact related to hazards and hazardous materials.

### ***Mitigation Measures***

Based on the Less Than Significant Impact determination, no avoidance, minimization, and/or mitigation measures have been proposed.

### ***Cumulative Effects***

Given that no contamination would likely be encountered, cumulative impacts from hazardous materials would not be anticipated with the project.

## 2.9. Hydrology and Water Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow.	<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. A Water Quality Assessment Checklist, dated November 6, 2018, was prepared for the project. The proposed project was determined to be exempt from a Water Quality Assessment and is expected to result in no long-term impacts to water quality.

## 2.10. Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community 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, description, and location of the proposed project. Potential impacts to Land Use and Planning are not anticipated as the proposed project would not conflict with the established land use plan or affect conservation planning.



## 2.11. Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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, description, and location of the proposed project. Potential impacts to Mineral Resources are not anticipated as the project would not affect a known mineral resource nor would it result in the loss of a mineral resource recovery site.

## 2.12. Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Noise Analysis dated January 11, 2019. This project meets the criteria for a Type III project as defined in 23 CFR 772. Potential impacts are not anticipated as traffic volumes, composition, and speeds would remain the same in the build and no build condition. Noise impacts are not anticipated and abatement was not considered on this project.

## 2.13. Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, 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 as the project does not involve activities that would directly or indirectly affect population growth or housing.

## 2.14. 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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 anticipated as the proposed project does not have the potential to adversely affect public services, including the ability of the Department to operate and maintain the State Highway System.

## 2.15. Recreation

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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 address ADA deficiencies on US Route 101 within the project limits, which would have the secondary benefit of enhancing access to project-adjacent recreation opportunities such as the Waterfront Trail.

## 2.16. Transportation/Traffic

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such 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. Potential impacts to Transportation/Traffic are not anticipated as the proposed project would not affect traffic and circulation.

## 2.17. 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	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. Native American coordination took place on September 20th, 2017, during a meeting between Caltrans and representatives from the Blue Lake Rancheria Wiyot Tribe, the Bear River Band of Rohnerville Wiyot Tribe, and the Table Bluff Rancheria Wiyot Tribe. Potential impacts to Tribal Cultural Resources are not anticipated as no concerns were expressed by the tribes.

## 2.18. Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<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 Utilities and Service Systems are not anticipated as the project would not create new sources of wastewater or solid waste. Proposed minor drainage work would not negatively affect the environment.



## 2.19. Mandatory Findings of Significance

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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"/>

The California Environmental Quality Act of 1970 (CEQA) requires preparation of an Environmental Impact Report (EIR) when certain specified impacts may result from construction or implementation of a project. The analysis indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

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## Chapter 3. Coordination and Comments

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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, and consultation with Tribes.

The project manager has briefed the City of Eureka and the Humboldt County Association of Governments regarding the project. Native American coordination took place on September 20, 2017, during a meeting with representatives from the three Wiyot tribes from around Humboldt Bay. None of the representatives stated any concerns at the time of the consultation meeting, nor during subsequent follow-up emails and phone calls. An informational public meeting on multiple projects in the City of Eureka, including this project, was held on February 28, 2019.

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

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## Chapter 4. List of Preparers

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

Phlora Barbash	Landscape Associate, Visual
Youngil Cho	Associate Environmental Planner/Air Quality Specialist, Air and Noise
Steve Croteau	Senior Environmental Planner
Julie East	Associate Environmental Planner, Coordinator
Christian Figueroa	Engineering Geologist, Hazardous Waste
Tina Fulton	Associate Environmental Planner, Cultural
Jeff Pimentel	Project Manager
Mike Sullivan	Project Engineer
Kelly Timmons	Senior Transportation Engineer
Jeff Wright	Associate Environmental Planner, Biologist



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# Appendix A. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

## 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"*

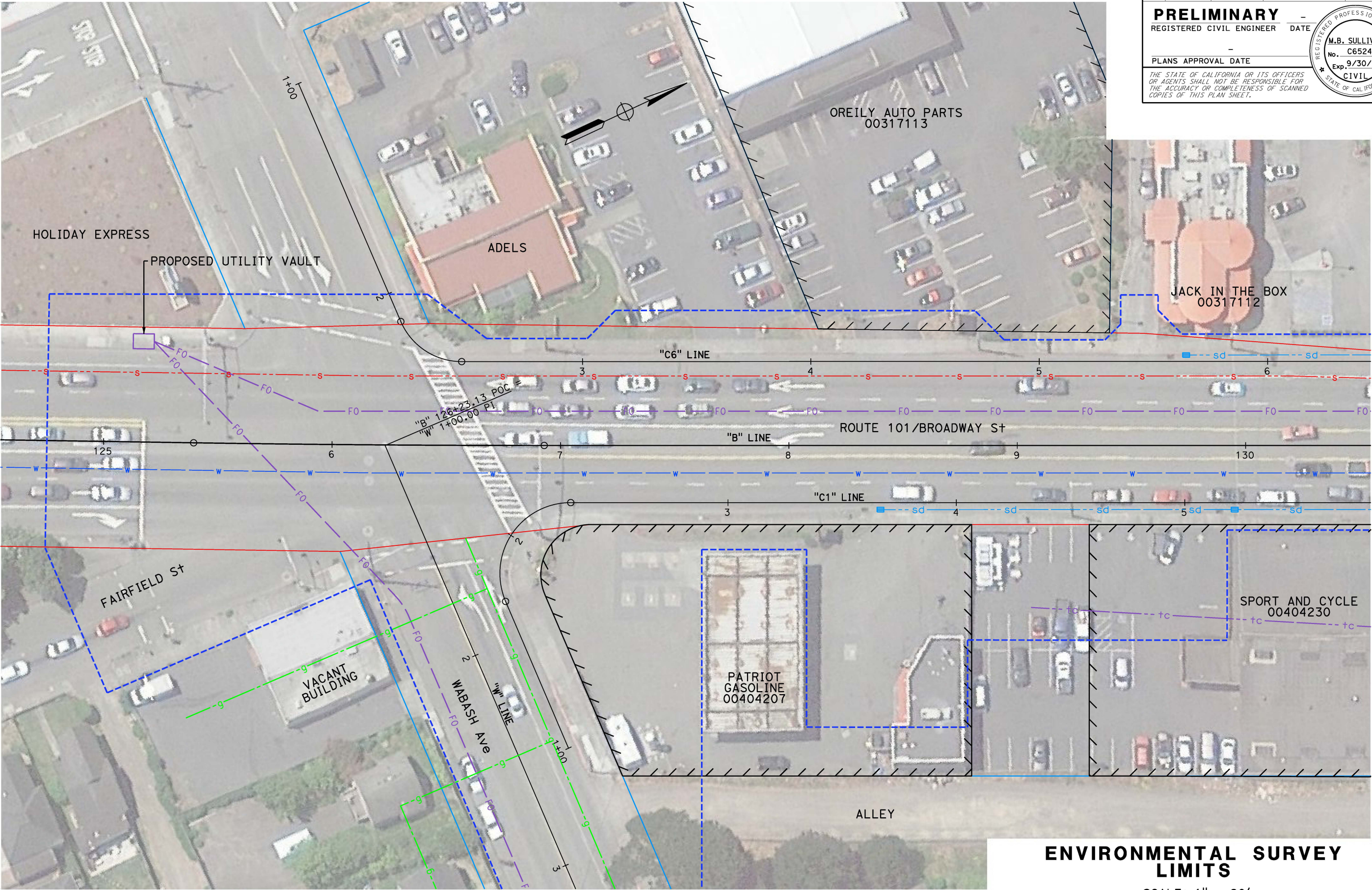


## **Appendix B. Project Layouts**









Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	HUM	101	77.3/78.1		

PRELIMINARY

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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.

REGISTERED PROFESSIONAL ENGINEER

M.B. SULLIVAN

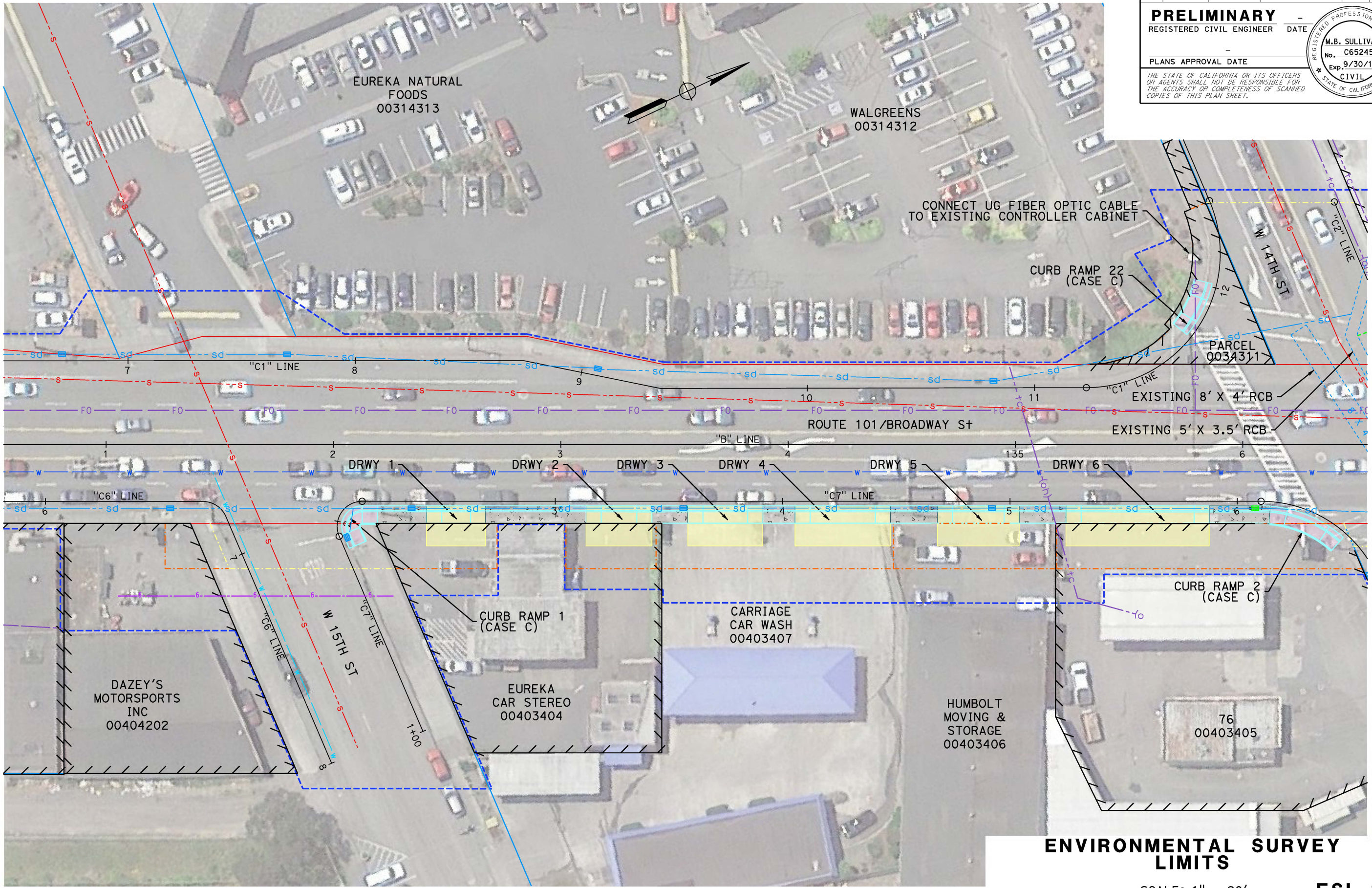
No. C65245

Exp. 9/30/19

CIVIL

STATE OF CALIFORNIA





Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	HUM	101	77.3/78.1		

**PRELIMINARY**

REGISTERED CIVIL ENGINEER DATE

M.B. SULLIVAN  
No. C65245  
Exp. 9/30/19  
CIVIL

PLANS APPROVAL DATE

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**ENVIRONMENTAL SURVEY LIMITS**

SCALE: 1" = 20'

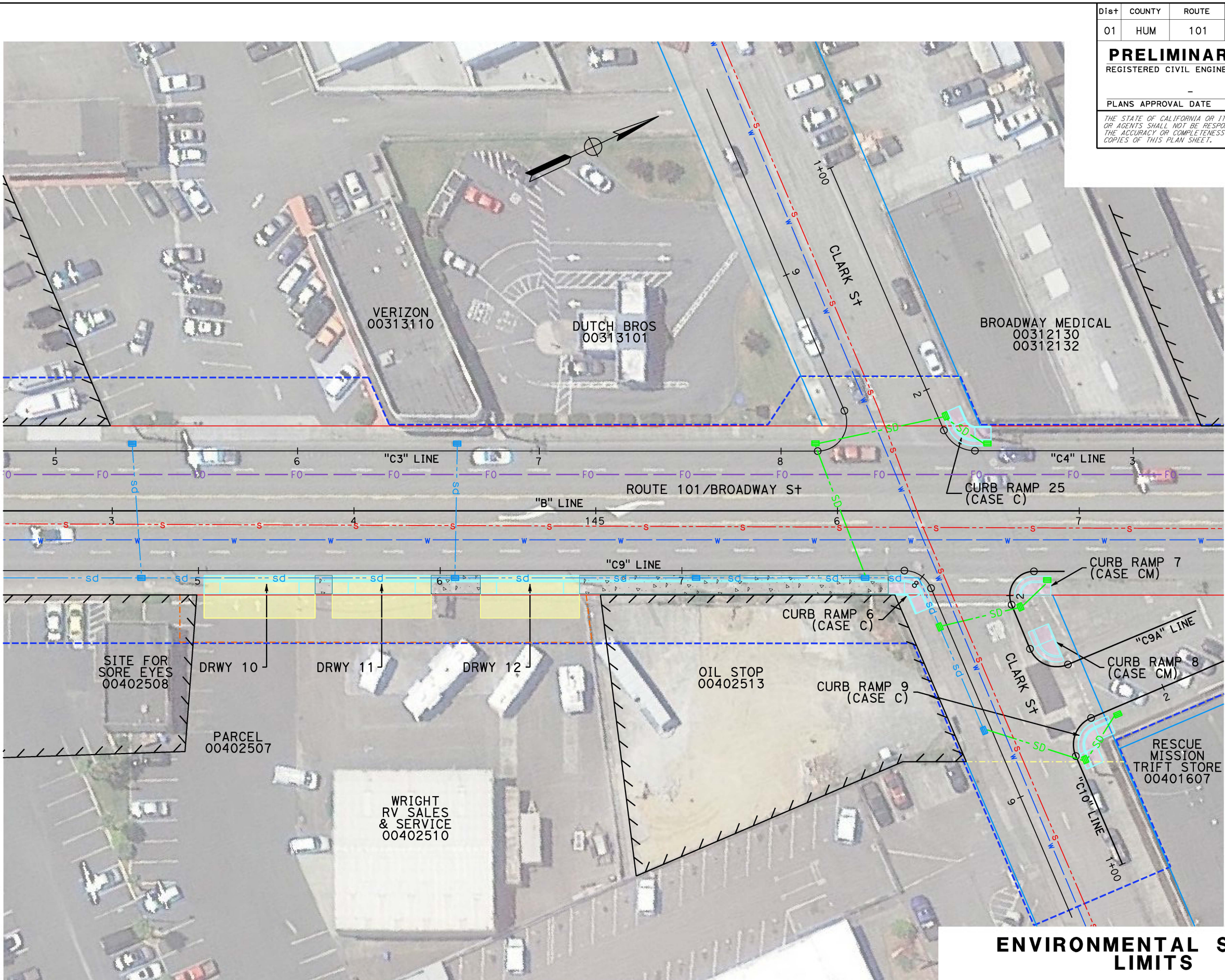
**ESL-3**

DATE PLOTTED => 12-MAR-2019  
TIME PLOTTED => 15:58









Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	HUM	101	77.3/78.1		

**PRELIMINARY**

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
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COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER

M.B. SULLIVAN

No. C65245

Exp. 9/30/19

CIVIL

STATE OF CALIFORNIA

**ENVIRONMENTAL SURVEY  
LIMITS**

SCALE: 1" = 20'

**ESL-5**







Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	HUM	101	77.3/78.1		


# PRELIMINARY

REGISTERED CIVIL ENGINEER

- DATE

- PLANS APPROVAL DATE



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