HOPLAND AMERICANS WITH DISABILITIES ACT (ADA) PROJECT

INITIAL STUDY

with Proposed Negative Declaration

MENDOCINO COUNTY, CALIFORNIA

DISTRICT 1 – MEN – 101 (Post Miles 10.80 to 11.20)

EA 01-0H140 / EFIS 0117000115

Prepared by the
State of California Department of Transportation

Caltrans

January 2022

General Information About This Document

What is in this document?

The California Department of Transportation (Caltrans) has prepared this Draft Initial Study with proposed Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed project on U.S. Highway 101 and State Route 175 in Hopland, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance and/or minimization measures.

What should you do?

- Please read this document.
- Additional copies of this document and related technical studies are available for review at the Caltrans District 1 Office, 1656 Union Street, Eureka, CA 95501. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-hopland-ada
- Attend the public meeting. Information and a link to attend the virtual community meeting will be posted at: https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-hopland-ada.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public meeting and/or send your written comments to Caltrans by the deadline.
- Please send comments via U.S. mail to:

  California Department of Transportation
  North Region Environmental–District 1
  Attention: Julie Price
  1656 Union Street
  Eureka, CA 95501

- Send comments via e-mail to: HoplandADA@dot.ca.gov
- Be sure to send comments by the deadline: May 4, 2022

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 the design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Manny Machado, Public Information Office-District 1, 1656 Union Street, Eureka, CA 95501; (707) 496-6879 Voice, or use the California Relay Service TTY number, 711 or 1-800-735-2929.

HOPLAND AMERICANS WITH DISABILITIES ACT (ADA) PROJECT

Correct non-compliant ADA pedestrian facilities on U.S. Highway 101 in Mendocino County, from Post Mile 10.80 to Post Mile 11.20 in downtown Hopland

INITIAL STUDY

With Proposed Negative Declaration

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA

Department of Transportation

01/27/2022
Date of Approval

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

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

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PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, California Public Resources Code

SCH Number: Pending

Project Description

This project is located in Mendocino County on United States (U.S.) Highway 101 beginning at PM 10.8 and ending at PM 11.2 in the community of Hopland. The project proposes to correct non-compliant ADA pedestrian facilities, rehabilitate existing pavement to extend pavement life and improve ride quality, reconstruct the roadway and lower the grade in downtown Hopland to improve safety, upgrade guardrail and guardrail end treatments, upgrade drainage systems, upgrade lighting as feasible, upgrade signage, and upgrade Transportation Management Systems (TMS) facilities.

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 project would have *No Effect* on

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation

- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The project would have *Less than Significant Impacts* on

- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

Brandon Larsen

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

01/27/2022

Date

Table of Contents

List of Appendices

List of Figures

List of Tables

List of Abbreviated Terms

Abbreviation	Description
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially-Deposited Lead
ARB	Air Resources Board
APE	Area of Potential Effect
ASR	Archaeological Survey Report
BFE	Base Flood Elevation
BMPs	Best Management Practices
ºC	degrees Celsius
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAPM	Capital Preventative Maintenance
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CIA	Cumulative Impact Analysis
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHP	California Register of Historic Places
CTP	California Transportation Plan
DBH	Diameter at Breast Height
Department	Caltrans
DI	Drainage Inlet
DOT	Department of Transportation
DSA	Disturbed Soil Area
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmentally Sensitive Area
ESHA	Environmentally Sensitive Habitat Area
ESL	Environmental Study Limits

Abbreviation	Description
ºF	degrees Fahrenheit
FEMA	Federal Emergency Management Agency
FERS	Floodplain Evaluation Report Summary
FHSZ	Flood Hazard Severity Zone
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
GWP	Global Warming Potential
H&SC	Health & Safety Code
HA	Hydrologic Area
HFCs	hydrofluorocarbons
HMA	Hot Mix Asphalt
HMAC	Hopland Municipal Advisory Council
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
HU	Hydrologic Unit
THVF	Temporary High-Visibility Fencing
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
ISA	Initial Site Assessment
LCFS	Low Carbon Fuel Standard
LID	Low Impact Development
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MCAQMD	Mendocino County Air Quality Management District
MCGP	Mendocino County General Plan
MCOG	Mendocino Council of Governments
MGS	Midwest Guardrail System
MLD	Most Likely Descendent
MMTC02e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MTA	Mendocino Transit Authority
N_2O	nitrous oxide
NAGPRA	Native American Graves Repatriation Act of 1990
NAHC	Native American Heritage Commission
NCRA	North Coast Rail Authority
NCRWQCB	North Coast Regional Water Quality Control Board
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service

Abbreviation	Description
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
PM(s)	Post Mile(s)
PRC	Public Resources Code
PSI	Preliminary Soil Investigation
RCP	Representative Concentration Pathways
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SHS	State Highway System
SLR	Sea Level Rise
SO_2	sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
THVF	Temporary High Visibility Fencing
TMP	Transportation Management Plan
TMS	Transportation Management Systems
U.S. or US	United States
US 101	U.S. (United States) Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGCRP	U.S. Global Change Research Program
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WPCP	Water Pollution Control Program
WQAR	Water Quality Assessment Report

Chapter 1. Proposed Project

1.1. Project History

Caltrans has identified and prioritized locations that need to be upgraded to current Americans with Disabilities Act (ADA) standards. Access barriers have been identified at the project location resulting in pedestrian facilities that are non-compliant with the current accessibility standards. These barriers include non-compliant and missing curb ramps, sidewalk, and driveways that prevent persons with mobility challenges to access public facilities, local stores, and restaurants on a regular basis. A feasibility study was completed in September 2015 with the objectives to optimize the Hopland "main street" corridor on U.S. Highway 101 (US 101) and provide a complete streets environment that considers all road users, including pedestrians, cyclists, trucks, transit vehicles, and motorists. The study was prepared for Mendocino Council of Governments (MCOG) by consultant W-Trans. Existing data and community feedback were used to determine the optimal transportation alternatives for Hopland. The results of this feasibility study provided a significant framework for this ADA mobility project.

The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2. Project Description

This project is located in Mendocino County on US 101 beginning at PM 10.80 and ending at PM 11.20 in the community of Hopland. The project extends east approximately 450 feet from the intersection of US 101 and State Route (SR) 175 to the North Coast Rail Authority (NCRA) right of way. The project proposes to correct non-compliant ADA pedestrian facilities; rehabilitate existing pavement to extend pavement life and improve ride quality; reconstruct the roadway and lower the grade in downtown Hopland to improve safety; upgrade guardrail and guardrail end treatments; upgrade drainage systems; upgrade lighting as feasible; upgrade signage; and upgrade Transportation Management Systems (TMS) facilities. In correcting non-compliant ADA pedestrian facilities, existing non-standard sidewalks, curb ramps, driveways and crosswalks would be upgraded to current ADA-compliant width. A sidewalk of 8 feet between the curb and any building would be provided unless in restrictive conditions or as allowed when reduced widths are permissible in the current standards. Traffic calming and complete streets features (such as bulb-outs and bicycle striping) would be incorporated, landscaping would be included as feasible, and

existing crosswalk locations would be adjusted as necessary to enhance safety and functionality. Drainage improvements would be necessary for construction of bulb-outs and curb ramps and to ensure proper drainage. Drainage system components in poor condition would be repaired or replaced.

Roadway reconstruction from PMs 10.82 to 11.07 would occur in half-width construction. Pavement rehabilitation from PMs 11.07 to 11.20 would consist of repairing structural deficiencies in the pavement and/or cold planing, followed by asphalt overlay. Staging would potentially occur in the shoulder and lane adjacent to the work and possibly on cross streets and adjacent paved private property—subject to landowner permission. The removal of established trees and vegetation would be minimized. The Hopland ADA project would include the following features:

- 11-foot lane widths, including an 11-foot, two-way left turn lane
- 5-foot-wide bike lane with a 2-foot to 3-foot-wide buffer where possible
- 7.5-foot to 8-foot-wide on-street parking
- 6-foot to 8-foot-wide sidewalk in most situations or 5-foot wide sidewalk when separated by vegetated planting strip, as determined by the Caltrans Landscape Architect
- High visibility crosswalks at three locations across US 101 with bulb-outs and raised median refuge (an island between opposing lanes of traffic to help protect pedestrians crossing a road)
- New or upgraded highway light standards at crosswalks for safety purposes where feasible
- Narrowed intersections at the junctions of SR 175 and US 101 and Mountain House Road and US 101
- A new census station to collect traffic data
- Culverts upsized from 18 inches to 24 inches as cover allows
- Architectural hardscape aesthetic treatments designed in consultation with Caltrans Landscape Architect

Project Objective

The purpose of this project is to upgrade existing ADA pedestrian facilities to comply with current standards and to upgrade roadway pavement, signage, TMS assets, and drainage to good condition. TMS assets are technology assets and associated communication infrastructure on the highway system dedicated to improving the safety, operational efficiency, and sustainability of the transportation network by reducing traffic congestion, such as changeable message signs, traffic lights, and traffic census stations. Existing pedestrian facilities within the project site are not compliant with ADA standards. Other deficiencies within the project limits include roadway pavement in fair condition, aging or degraded signage, insufficient TMS facilities assets, and drainage facilities in poor condition.

Proposed Project

The project is located between PM 10.80 and PM 11.20 on US 101 in downtown Hopland, an unincorporated community in Mendocino County. Some elements of the project are located on SR 175, between US 101 and the North Coast Railroad Authority right of way.

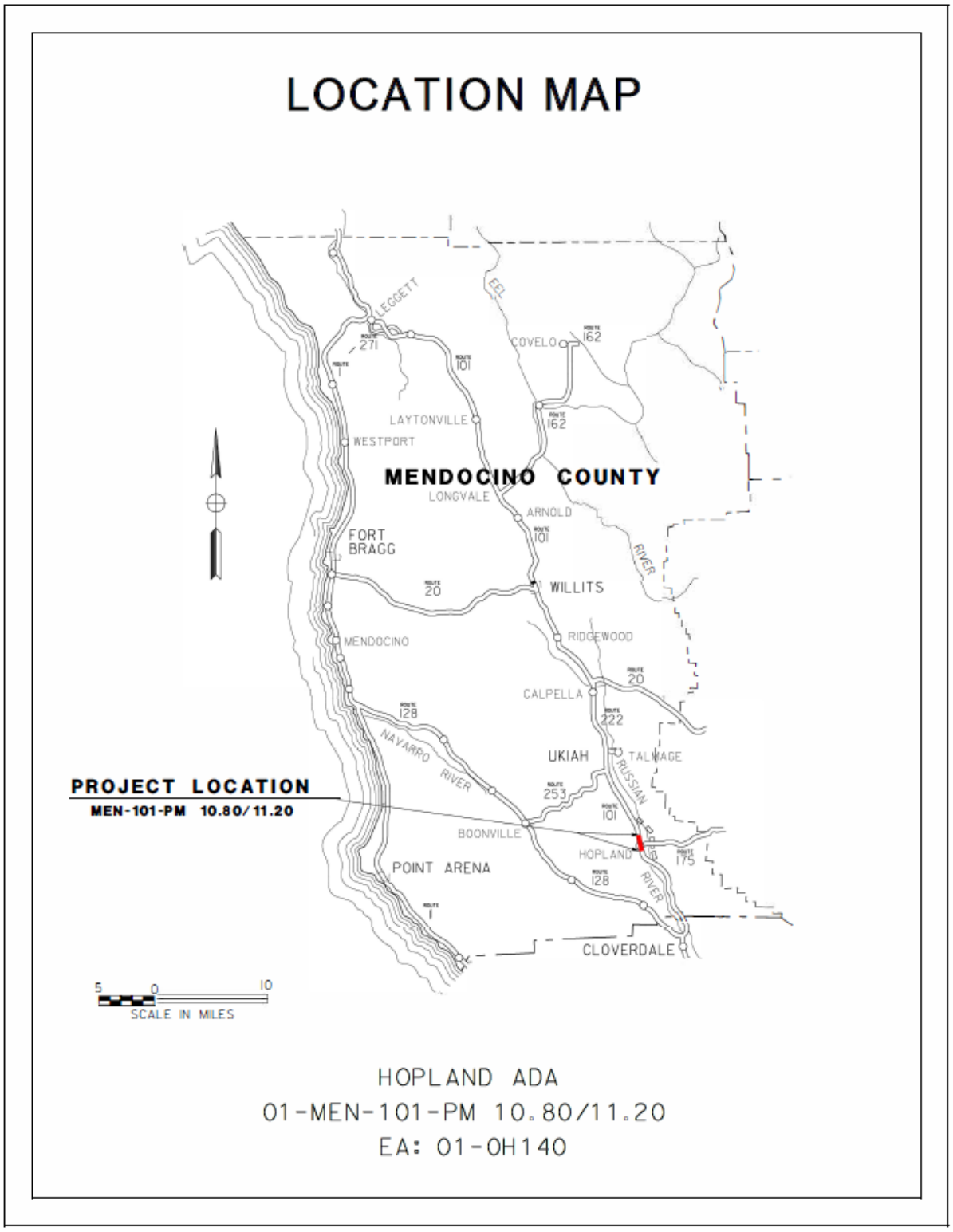

Figure 1. Location Map

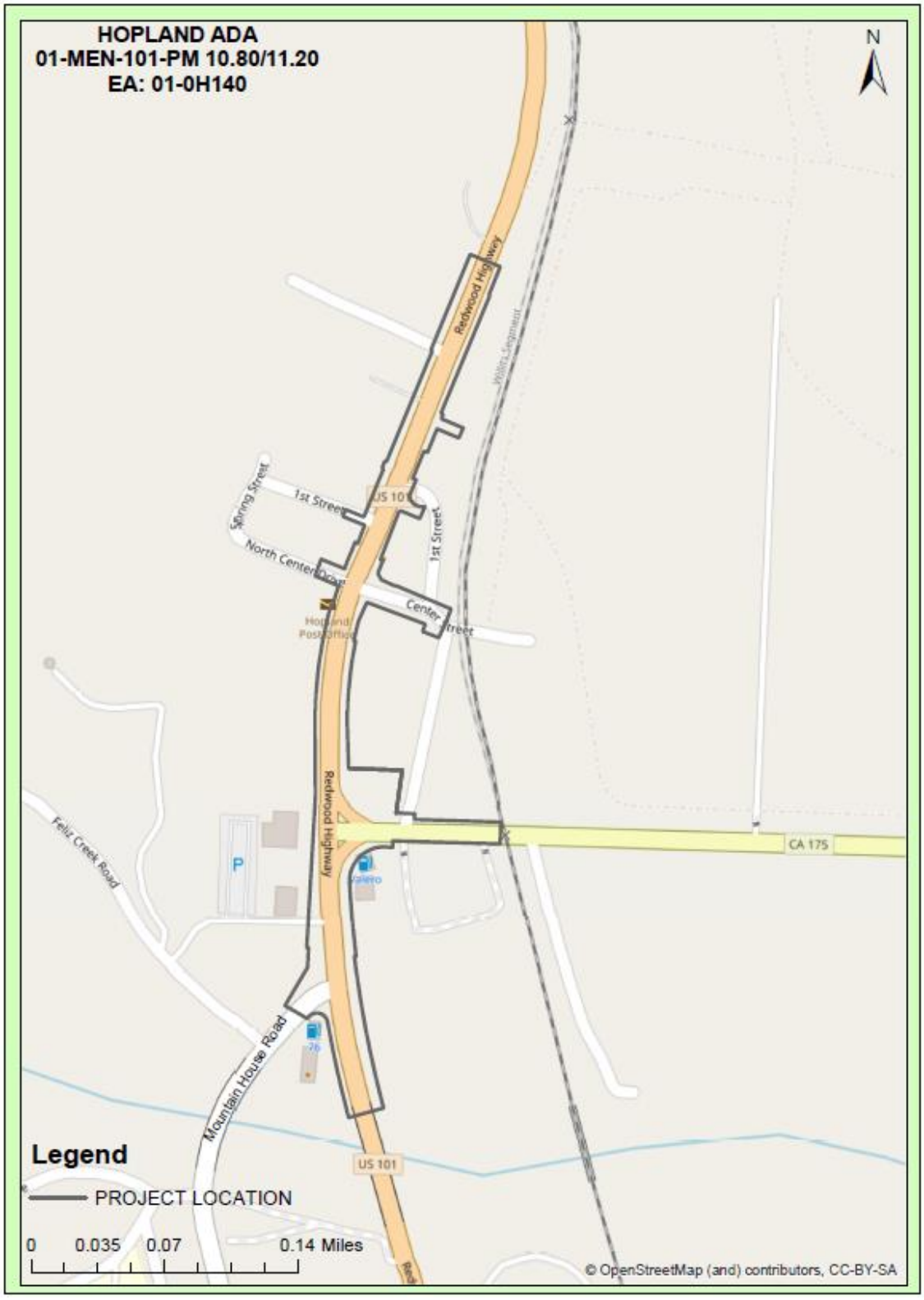

Figure 2. Vicinity Map

No-Build Alternative

This alternative would maintain the facility in its current condition and would not meet the purpose and need of the project. For each potential impact area discussed in Chapter 2, the No-Build alternative has been determined to have no impact. Under the No-Build alternative, no alterations to the existing conditions would occur and the proposed improvements would not be implemented.

General Plan Description, Zoning, and Surrounding Land Uses

The Mendocino County General Plan designation for most of the project site is Rural Community (RC). The RC classification is intended for small, unincorporated towns and community centers that provide a variety of community and tourist-oriented goods and services but may not have well-defined commercial or residential districts (County of Mendocino 2009). Zoning within the project site includes Limited Commercial (C1), General Commercial (C2), Limited Industrial (I1), General Industrial (I2) and RC. Most of the property within the project limits is zoned C1 and C2 with the following exceptions: the lumber mill southeast of the US 101–SR 175 intersection is zoned I1 and I2; the parcel on the northeast corner of US 101 and Center Drive is zoned RC; and the area on the north side of SR 175 between a drainage swale and the NCRA has a General Plan designation and zoning classification of Agriculture. Agriculturally zoned lands border the project limits on the east side (County of Mendocino 2021).

Land uses within the project limits are predominantly commercial and residential, including the downtown Hopland business district and the adjacent residential neighborhood north of First Street. Residential development extends beyond the project limits to the north and west, and agricultural uses, primarily vineyards, flank the east side of the project corridor and continue to the south. The NCRA right of way and railroad tracks run in a north-south direction east of the project.

1.3. Permits and Approvals Needed

As there are no sensitive resources within the Environmental Study Limits (ESL), no resource agency approvals would be required for this project.

1.4. Standard Measures and Best Management Practices Included in All Alternatives

Under CEQA, "mitigation" is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. They contain refinements in planning policies and implementing actions. These practices predate the project's proposal and apply to all similar projects. For this reason, the measures and practices are not considered "mitigation" under CEQA; rather, they are included as part of the project description in environmental documents.

Standard measures relevant to the protection of natural resources deemed applicable to the proposed project include:

Aesthetics Resources

AR-1: The removal of established trees and vegetation would be minimized. Environmentally sensitive areas would have Temporary High Visibility Fencing (THVF) installed before start of construction to demarcate areas where vegetation would be preserved and root systems of trees protected.

AR-2: Where feasible, increase landscaped areas throughout the project corridor. Consider Low Impact Development (LID) treatments, such as stormwater planters, rain gardens, and street trees as appropriate.

AR-3: Consider unique patterns, colors, and materials for architectural hardscape aesthetic treatments on bulb-outs and pedestrian refuges, such as colored pavers, stamped concrete pavers, etc., as appropriate.

AR-4: Consider streetscape furniture in areas of high use, such as seating facilities, as appropriate.

AR-5: Consider a light to medium grey color concrete for sidewalks.

Biological Resources

BR-2: Animal Species

To protect migratory and nongame birds (occupied nests and eggs), if possible, vegetation removal would be limited to the period outside of the bird breeding season (removal would occur between September 16 and January 31). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week prior to vegetation removal. If an active nest is located, the biologist would coordinate with the California Department of Fish and Wildlife (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.

BR-3: Invasive Species

Invasive non-native species control would be implemented. Measures would include:

- Straw, straw bales, seed, mulch, or other material used for erosion control or landscaping which would be free of noxious weed seed and propagules.

- All equipment would be thoroughly cleaned of all dirt and vegetation prior to entering the job site to prevent importing invasive non-native species. Project personnel would adhere to the latest version of the *California Department of Fish and Wildlife Aquatic Invasive Species Cleaning/Decontamination Protocol (Northern Region)* for all field gear and equipment in contact with water.

BR-4: Plant Species

A. Where feasible, the structural root zone would be identified around each large-diameter tree (>2-foot-diameter at breast height [DBH]) directly adjacent to project activities, and work within the zone would be limited.

B. When possible, excavation of roots of large diameter trees (>2-foot DBH) would not be conducted with mechanical excavator or other ripping tools. Instead, roots would be severed using a combination of root-friendly excavation and severance methods (e.g., sharp-bladed pruning instruments or chainsaw). At a minimum, jagged roots would be pruned away to make sharp, clean cuts.

Cultural Resources

CR-1: Caltrans would coordinate with the Hopland Band of Pomo Indians and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies.

CR-2: An archaeological monitor and Hopland Band of Pomo Indians tribal monitor would be used during ground-disturbing activities.

CR-3: Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive cultural resources, where appropriate. No work would occur within fenced/flagged areas.

CR-4: If cultural materials are discovered during construction, work activity within a 60-foot radius of the discovery would be stopped and the area secured until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer (SHPO).

CR-5: If human remains and related items are discovered on private or State land, they would be treated in accordance with State Health and Safety Code § 7050.5. Further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

Human remains and related items discovered on federally owned lands would be treated in accordance with the Native American Graves Repatriation Act of 1990 (NAGPRA) (23 USC 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on federal land are described in the regulations that implement NAGPRA 43 CFR Part 10. All work in the

vicinity of the discovery shall be halted and the administering agency's archaeologist would be notified immediately. Project activities in the vicinity of the discovery would not resume until the federal agency complies with the 43 CFR Part 10 regulations and provides notification to proceed.

Geology, Seismic/Topography, and Paleontology

GS-1: The project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and BMPs. New earthen slopes would be vegetated to reduce erosion potential.

GS-2: In the unlikely event that paleontological resources (fossils) are encountered, all work within a 60-foot radius of the discovery would stop, the area would be secured, and the work would not resume until appropriate measures are taken.

Greenhouse Gas Emissions

GHG-1: Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.

GHG-2: Compliance with Title 13 of the California Code of Regulations, which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.

GHG-3: Caltrans Standard Specification "Emissions Reduction" ensures that construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resources Board (CARB).

GHG-4: Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, traffic will be scheduled and directed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.

GHG-5: All areas temporarily disturbed during construction will be revegetated with appropriate native species as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases CO_2. This replanting would help offset any potential CO_2 emissions increase.

GHG-6: Pedestrian and bicycle access will be maintained during project activities.

GHG-7: For improved fuel efficiency, contractor will be required to maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies.

GHG-8: Maximize the use of recycled materials where feasible, such as using tire rubber in asphalt and recycled water instead of potable water for construction.

GHG-9: Reduce construction waste by reusing or recycling construction and demolition waste where feasible.

GHG-10: Pavement materials will be selected that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

GHG-11: Long-life pavement will be specified. The design of long-lasting pavement structures will minimize life-cycle costs.

Hazardous Waste and Material

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

HW-2: For soil disturbance/removal activities, the contractor would be required to comply with Caltrans Standard Special provisions for "Unregulated Earth Material Containing Lead," "Regulated Materials Containing Aerially Deposited Lead," and "Minimal Disturbance of Material Containing Regulated Concentrations of Aerially Deposited Lead."

HW-3: When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision "Residue Containing Lead from Paint and Thermoplastic."

HW-4: Residue from grinding activities that may contain lead will be contained in accordance with Standard Special Provisions, "Containing Lead from Paint and Thermoplastic."

HW-5: If treated wood waste (such as removal of sign posts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification "Treated Wood Waste."

Traffic and Transportation

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

TT-2: The contractor would be required to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zones.

TT-3: A Transportation Management Plan (TMP) would be applied to the project.

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 US 101 and SR 175 throughout the construction period.

UE-2: Caltrans would coordinate with utility providers to plan for relocation of any utilities to ensure utility customers would be notified of potential service disruptions before relocation.

Water Quality and Stormwater Runoff

WQ-1: The project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2012-0011-DWQ) as amended by subsequent orders, which became effective July 1, 2013, for projects that result in a land disturbance of one acre or more, 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) or Water Pollution Control Program (WPCP) (projects that result in a land disturbance of less than one acre), that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction.

The SWPPP or WPCP would identify the sources of pollutants that may affect the quality of stormwater; include construction site Best Management Practices (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 *Caltrans 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 or WPCP would be continuously updated to adapt to changing site conditions during the construction phase.

Construction may require one or more of the following temporary construction site BMPs:

- Any spills or leaks from construction equipment (e.g., fuel, oil, hydraulic fluid, and grease) would be cleaned up in accordance with applicable local, state, and/or federal regulations.
- Accumulated stormwater, groundwater, or surface water from excavations or temporary containment facilities would be removed by dewatering.
- Water generated from the dewatering operations would be discharged on-site for dust control and/or to an infiltration basin or disposed of off-site.
- Temporary sediment control and soil stabilization devices would be 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 would be limited during the rainy season.

WQ-2: The project would incorporate pollution prevention and design measures consistent with the *2016 Caltrans Storm Water Management Plan*. This plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ) as amended by subsequent orders.

The project design may include one or more of the following:

- Vegetated surfaces would feature native plants, and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Where possible, stormwater would be directed in such a way as to sheet flow across vegetated slopes, thus providing filtration of any potential pollutants.

WQ-3: Where feasible, increase landscaped areas throughout the project corridor. Consider Low Impact Development (LID) treatments, such as stormwater planters, rain gardens, and street trees as appropriate.

1.5. 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 National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected

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

Potential Impact Area	**Impacted: Yes / No**
Aesthetics	NO
Agriculture and Forest Resources	NO
Air Quality	NO
Biological Resources	NO
Cultural Resources	**YES**
Energy	NO
Geology and Soils	NO
Greenhouse Gas Emissions	**YES**
Hazards and Hazardous Materials	**YES**
Hydrology and Water Quality	NO
Land Use and Planning	NO
Mineral Resources	NO
Noise	NO
Population and Housing	NO
Public Services	NO
Recreation	NO
Transportation	NO
Tribal Cultural Resources	NO
Utilities and Service Systems	NO
Wildfire	NO
Mandatory Findings of Significance	NO

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A "No Impact" answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the checklist and this document are only related to potential impacts pursuant to CEQA. The questions in the CEQA Environmental 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 standardized measures 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 [Section 1.4]), are an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA

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

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

The legal standard for determining the significance of impacts is whether a "fair argument" can be made that a "substantial adverse change in physical conditions" would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in an 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 it's 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 in the project area based on their location and the effect of the potential impact on the resource as a whole. For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a "less than significant" determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered "significant".

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

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project's environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar processes may be identified as mitigation if compliance would result in

implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§15126.4(a)(1)(B)).

Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as *avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts* (CEQA 15370). Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered "mitigation" under CEQA, these measures are often referred to in an Initial Study as "mitigation", Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

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

No-Build Alternative

For each of the following CEQA Environmental Checklist questions, the "No-Build" alternative has been determined to have "No Impact". Under the "No-Build" alternative, no alterations to the existing conditions would occur and no proposed improvements would be implemented. The "No-Build" alternative will not be discussed further in this document.

2.1. Aesthetics

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Visual Impact Assessment (VIA) dated November 16, 2021 (Caltrans 2021f). The project is not located within a state scenic highway. According to the VIA, the visual character of the project would be compatible with the existing visual character of the project corridor. Potential impacts to visual resources are not anticipated because the project is consistent with the Mendocino County General Plan resource management policies that pertain to scenic resources, does not degrade the existing visual character or quality of Hopland and its surroundings, and has no adverse visual effects on a scenic vista.

New streetlights would be consistent with existing lighting in the corridor and would not create a new source of substantial light or glare that would adversely affect views in the area. Neighbors and highway users would not visually be adversely affected by the project. No mitigation would be required for this project.

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

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
Would the project: b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
Would the project: c) Conflict with existing zoning or cause rezoning of forest land (as defined by 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))?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
Would the project: 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?				✓

"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 project; therefore, no mitigation would be required.

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.

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
Would the project: b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				✓
Would the project: c) Expose sensitive receptors to substantial pollutant concentrations?				✓
Would the project: d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Traffic, Noise, Air Quality, Energy, and Greenhouse Gas Memorandum prepared by the Caltrans Department of Environmental Engineering–South, dated October 15, 2021 (Caltrans 2021b). The analysis concluded that the project is exempt from conformity requirements as Mendocino County is designated as attainment for all current National Air Quality Standards. The project would not result in changes to traffic volume, fleet mix, speed, location of existing facilities, or any other factor that would cause an increase in emissions relative to the No-Build alternative; therefore, the project would not cause an increase in long-term operational emissions.

The project may result in the generation of short-term construction-related emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, or PM10, may be generated during excavation, grading, and hauling activities. However, both fugitive dust and construction equipment would be temporary in nature. Dust and emissions would be reduced and controlled in conformance with Caltrans standard specifications; therefore, potential impacts to air quality are not anticipated. No mitigation would be required for this project.

2.4. Biological Resources

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?				✓
Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
Would the project: c) Have a substantial adverse effect on state- or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
Would the project: 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?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
Would the project: 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?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Biological Memo dated November 5, 2021 (Caltrans 2021a). The project is within the roadway prism of US 101 and SR 175 within the built community of Hopland. Existing records of special status plant and animal occurrences were reviewed to determine which special status species could potentially occur in the project area. Seasonally-appropriate botanical surveys were conducted within the Environmental Study Limits (ESL) of the project in accordance with CDFW protocols. No rare or special status species were found. There was no suitable habitat observed within the ESL for special status amphibians, reptiles, fish, or terrestrial mammals. No jurisdictional waters were observed within the ESL. Potential impacts to biological resources are not anticipated due to the developed urban setting of the project, the absence of sensitive resources within the ESL, and the scope of the project. No mitigation would be required for this project.

2.5. Cultural Resources

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

Regulatory Setting

The term "cultural resources", as used in this document, refers to the built environment (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under California state laws, cultural resources that meet certain criteria of significance are referred to by various terms including *archaeological resources, historic resources, historic districts*, *historical landmarks*, and *tribal cultural resources* as defined in PRC § 5020.1(j) and PRC § 21074(a). The primary state laws and regulations governing cultural resources include:

- California Historical Resources, PRC 5020 et seq.
- California Register of Historical Resources, PRC 5024 et seq. (codified 14 CCR § 4850 et seq.)
    - PRC 5024, Memorandum of Understanding: The MOU between Caltrans and the State Historic Preservation Officer streamlines the PRC 5024 process
- California Environmental Quality Act, PRC § 21000 et seq. (codified 14 CCR § 15000 et seq.)
- Native American Historic Resource Protection Act, PRC § 5097 et seq.

- Assembly Bill (AB) 52 amends California Environmental Quality Act and the Native American Historic Resource Protection Act
    - An effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment.
    - Additional consultation guidelines and timeframes
- California Native American Graves Protection and Repatriation Act, California Health and Safety Code 8010-8011

Environmental Setting

Analysis of cultural resources for the proposed project included an Historic Property Survey Report (HPSR), which comprises an Historical Resources Evaluation Report (HRER), an Archaeological Survey Report (ASR) and related documents, all dated January 2022 (Caltrans 2022). The HPSR has been submitted to the State Historic Preservation Officer (SHPO) and Caltrans is awaiting concurrence on the proposed findings.

The Area of Potential Effect (APE) evaluated in these studies consists of approximately 27 acres and encompasses the maximum limits of all potential ground-disturbing construction activities associated with the proposed work including, but not limited to, all existing and proposed new right of way, temporary construction easements, utility relocations, access roads, and equipment storage areas. The APE is in the downtown part of the community of Hopland in the Sanel Valley, approximately 0.4 mile west of the Russian River which flows south through the Sanel Valley.

Methods used to support the archaeological studies included Native American and Native American Heritage Commission consultation; literature and records reviews at the Northwest Information Center, the Caltrans Cultural Resources Database, and at other repositories of historical materials; an intensive pedestrian survey of the APE; and monitoring conducted during limited subsurface testing performed in association with hazardous materials investigations and utility potholing.

The APE is in the traditional tribal territory of the Central Pomo. The present-day Hopland Rancheria and Nacomis Indian Rancheria are located approximately 2.25 miles east of downtown Hopland. The historical themes of the project area include agriculture, ranching, and transportation, including the highway and railroad systems. There is a moderate to high sensitivity for surface resources and a low to high potential for buried deposits in the APE,

depending on location. In general, the soils are 3.3 to 5.2 feet (1 to 1.6 meters) deep, making extremely deep cultural deposits unlikely. The archival efforts found that the project APE has been the subject of nine archaeological investigations. One prehistoric archaeological site and one historical site were identified in the ASR.

Methods used to support the studies for the built environment within the APE include records searches, field surveys, historical society consultation, and consultation with local archives, Mendocino County Planning Office, Mendocino County Assessor and Recorder, bibliographic research, and research through online databases. The HRER recommends thirteen built environment resources ineligible for inclusion in the National Register of Historic Places (NRHP). One built environment resource within the project area was previously found eligible for the NRHP or the California Register of Historical Resources (CRHR) through survey. This eligible building, the Thatcher Hotel, is considered a historical resource for the purpose of CEQA.

Discussion of CEQA Environmental Checklist Question 2.5—Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The first historical resource identified in the ASR is the currently unused Northwestern Pacific Railroad (NWPRR) line, managed by North Coast Railroad Authority. The segment of the line in the project APE was constructed by the Cloverdale & Ukiah Railroad Company between 1886 and 1889. No project work is planned at the railroad crossing. Proposed drainage work on US 101 may alter the rate of stormwater flow through the entire drain system; however, will not affect the railroad. Therefore, no impact to this historical site is anticipated.

The second historical resource identified within the APE is a prehistoric archaeological site.[1] Visibility of mineral soil was greatly hampered by the built environment including the hardscape of US 101, sidewalks, parking lots, residences, and businesses. Pedestrian surveys

[1] Archaeological site locations and culturally sensitive information are considered confidential and are therefore not disclosed within this Initial Study. Public access to this information is restricted by state and federal law to those who need to know.

performed by the project archaeologists included direct observations of exposed soils. Archaeological monitoring during hazardous materials soil testing and utility relocation potholing revealed that most of the project APE has been highly disturbed by undergrounding of utilities and drainage components of the roadways. These observations also helped to better understand the limits of the site. Potential impacts to this historical (archaeological) resource are anticipated to be less than significant due to past construction associated with the highway and utilities, observations made during subsurface testing, the scope of the project, and project planning and design intended to minimize or eliminate impacts to the archaeological site.

A third historical resource identified in the project area is a property listed in a historic register. The Thatcher Hotel, located at 13401 Highway 101, was determined eligible for the NRHP, and listed in the CRHP. Project activities in the vicinity of the resource would be limited to work within the road and sidewalk; therefore, the resource would not be adversely impacted by the project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The project is anticipated to have a less than significant impact on an archaeological resource as discussed in Question a) above. Potential impacts to this historical (archaeological) resource are anticipated to be less than significant due to past construction associated with the highway and utilities, observations made during subsurface testing, the scope of the project, and project planning and design intended to minimize or eliminate impacts to the archaeological site.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Potential impacts to human remains are not anticipated based on the scope, description, and location of the proposed project, as well as the Historical Resources Evaluation Report (Caltrans 2022).

Mitigation Measures

Based on the determinations made in the CEQA Environmental Checklist, no mitigation would be required for this project.

2.6. Energy

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Traffic, Noise, Air Quality, Energy, and Greenhouse Gas Memorandum dated October 15, 2021 (Caltrans 2021b). The project would not increase capacity or provide congestion relief when compared to the No-Build alternative; therefore, potential impacts to direct energy (mobile sources) are not anticipated. The project does not include maintenance activities which would result in long-term indirect energy consumption by equipment required to operate and maintain the roadway; thus, is unlikely to increase indirect energy consumption through increased fuel usage. Potential impacts to indirect energy (construction) are therefore not anticipated.

Project construction would primarily consume diesel and gasoline through operation of construction equipment, material deliveries, and debris hauling. Energy use associated with project construction is estimated to result in the short-term consumption of diesel- and gasoline-powered equipment, which represents a small and temporary demand on local and regional fuel supplies. This temporary demand for fuel would have no noticeable effect on peak or baseline demands for energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy. No mitigation would be required for this project.

2.7. Geology and Soils

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?				✓
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
Would the project: b) Result in substantial soil erosion or the loss of topsoil?				✓
Would the project: 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?				✓
Would the project: 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?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
Would the project: f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project site consists of flat to gently sloping topography and there is no landslide activity mapped within the project site (California Geological Survey 2019). The project site is not located within the Alquist-Priolo earthquake fault zone (California Geological Survey 2015). The project involves the reconstruction of sidewalks and related infrastructure and does not include the construction of structures or septic systems. Potential impacts to geology, soils, and paleontological resources are not anticipated; therefore, no mitigation would be required.

2.8. Greenhouse Gas Emissions

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
Would the project: 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 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_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2.

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

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas 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 (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

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

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and

motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. Environmental Protection Agency (U.S. EPA), in conjunction with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

STATE

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

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

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

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. The CARB 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 (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the CARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

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

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

EO B-30-15 (April 2015): Establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs the CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e).[2] 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.

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

SB 1386, Chapter 545, 2016: Declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies,

[2] GHGs differ in how much heat each trap in the atmosphere (global warming potential or GWP). CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.

regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

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

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

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

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

EO N-19-19 (September 2019): Advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs the CARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

Environmental Setting

The proposed project is in a rural area, with a primarily agricultural- and tourism-based economy. The population of the unincorporated community of Hopland is 920 (Data USA 2021). For visitors traveling from the south, Hopland is the first stop that offers goods and services in Mendocino County's southernmost wine-growing region. It is a popular destination for agricultural tourism, with the vast majority of visitors accessing the region by vehicle. US 101 is the main transportation route to and through the area for both passenger and commercial vehicles and serves as "main street" for the community of Hopland. The posted speed limit through Hopland is 35 miles per hour for approximately 0.67 mile.

Through traffic does not stop except to yield to pedestrians. US 101 through Hopland experiences higher traffic counts during the summer season, with congestion highest generally on summer weekends due to recreational tourism (Mendocino County Air Quality Management District [MCAQMD] n.d.). The nearest alternate route is SR 175 east to SR 29 in Lake County, then to SR 20 east to I-5 or west to US 101. SR 175 does not accommodate semi-trucks to SR 29, which requires commercial truck traffic to utilize alternate routes at significantly greater distance via Sonoma County to the south.

The Mendocino Council of Governments (MCOG) Regional Transportation Plan guides transportation development for communities within Mendocino County, including Hopland. The Mendocino County General Plan, adopted in 2009, does not specifically address GHGs or climate change.

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

NATIONAL GHG INVENTORY

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change (Figure 3). The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO_2, CH_4, N_2O, HFCs, perfluorocarbons, SF_6, and nitrogen trifluoride. It also accounts for emissions of CO_2 that are removed from the atmosphere by "sinks" such as forests, vegetation, and soils that uptake and store CO_2 (carbon sequestration). The 1990–2019 inventory found that total gross U.S. GHG emissions were 6,558 million metric tons carbon dioxide equivalent (MMT CO_2e). Overall, net emissions decreased 1.7 percent from 2018 to 2019 and 13 percent from 2005 levels. Of these, 80 percent consisted of CO_2, 10 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. CO_2 emissions in 2019 were 2.2 percent less than 2018, but 2.8 percent greater than in 1990. As shown in Figure 4, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021).

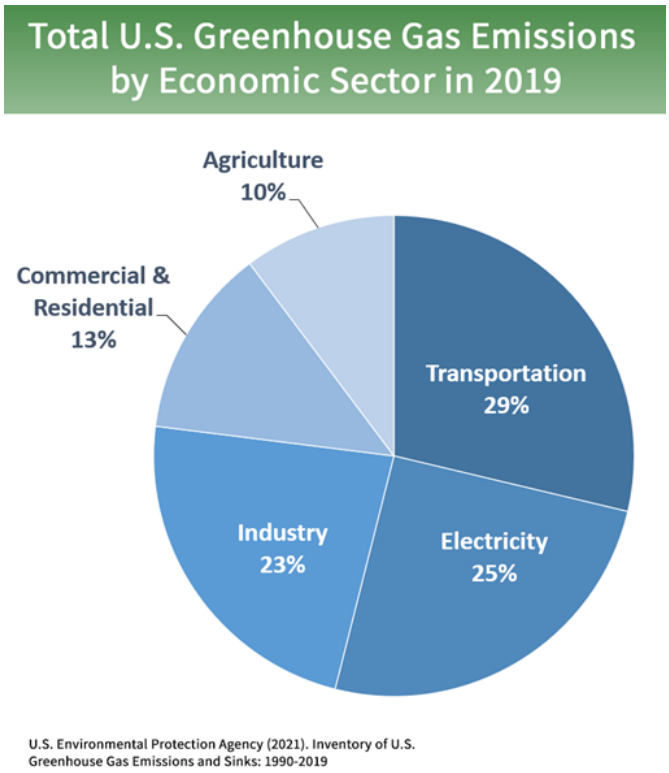

Figure 3. U.S. 2019 GHG Emissions by Economic Sector

(Source: U.S. EPA)

STATE GHG INVENTORY

The CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2021 edition of the GHG emissions inventory reported emissions trends from 2000 to 2019. It found total California emissions were 418.2 MMT CO_2e in 2019, almost 13 MMT CO_2e lower than the statewide 2020 limit of 431 MMT CO_2e. The transportation sector was responsible for almost 40 percent of total GHGs. Transportation emissions decreased by 3.5 MMTCO_2ein 2019 compared to the previous year. Overall statewide GHG emissions declined from 2000 to 2019 despite growth in population and state economic output (Figures 4 and 5) (CARB 2021).

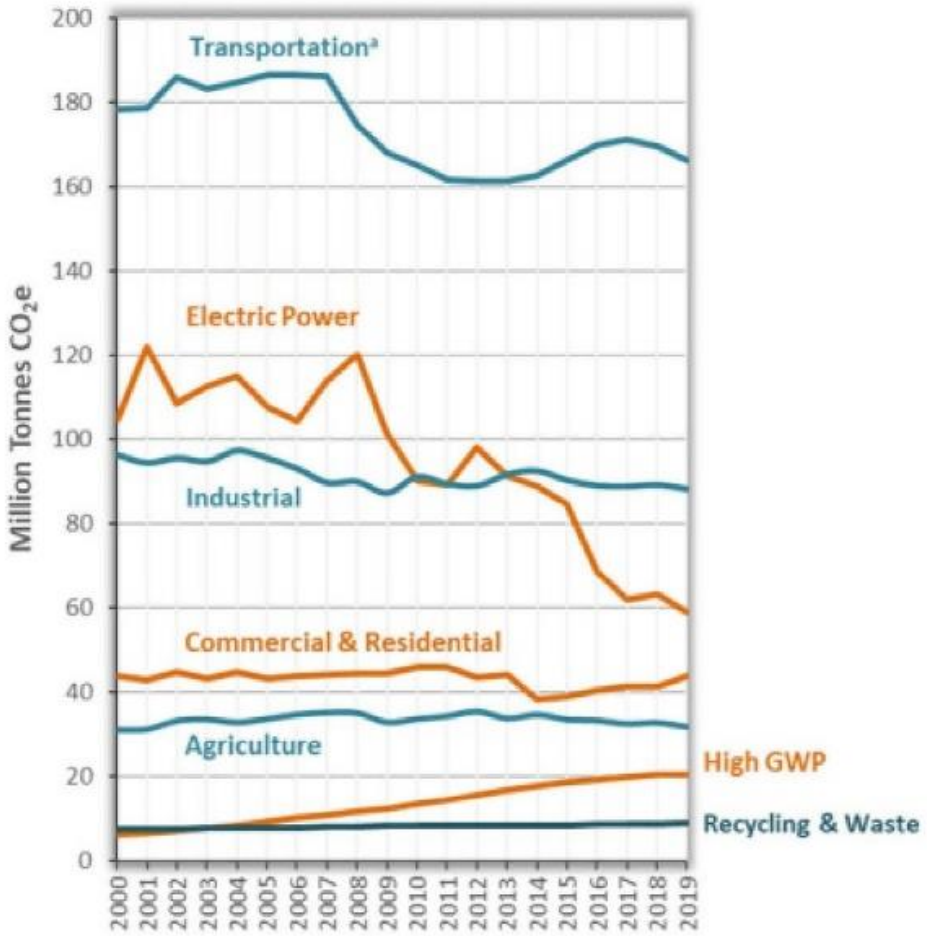

Figure 4. California 2019 GHG Emissions by Sector

(Source: CARB 2021)

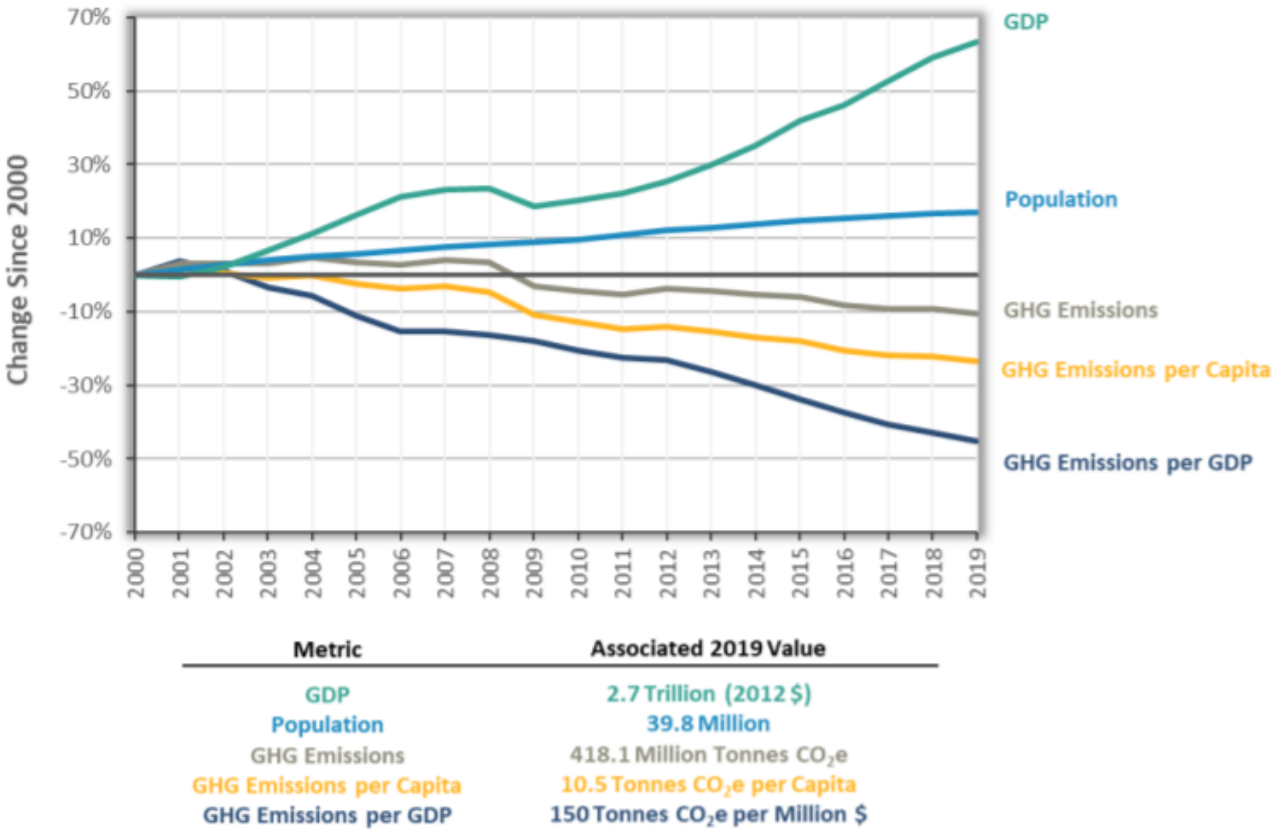

Figure 5. Change in California GDP, Population and GHG Emissions since 2000

(Source: CARB 2021)

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

REGIONAL PLANS

CARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. However, Mendocino County does not have a MPO and therefore CARB does not establish a GHG reduction target for the county. Mendocino Council of Governments (MCOG) serves as the responsible Regional Transportation Planning Agency (RTPA) for Mendocino County cities and unincorporated areas and prepares the RTP. The 2017 RTP was adopted February 5, 2018, and outlines objectives and policies intended to reduce GHGs (MCOG2018). The stated goal is to, "Build a combination of transportation facilities that, when evaluated as a group, will result in improved air quality, reduced transportation-related air toxins and greenhouse gas emissions in Mendocino County, and a more resilient transportation network." Some of the objectives and policies proposed to support this goal are provided in Table 1.

Table 1. Mendocino County RTP Climate Change Objectives and Policies

Objectives	**Policies**
Invest in transportation projects and participate in regional planning efforts that will help Mendocino County residents to proportionately contribute to the California GHG reduction targets established by AB 32 and SB 375.	• Evaluate transportation projects based on their abilities to reduce Mendocino County's transportation related GHG emissions. • Prioritize transportation projects which lead to reduced GHG emissions. • Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure. • Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the STIP. • Encourage private and public investment in a countywide electric vehicle charging station network and seek funding to fill gaps in the network.
Improve resiliency of the region's transportation system to climate related impacts.	• Consider grant opportunities that would provide capital or planning funding for projects to identify and implement climate change adaptation strategies. • Encourage implementing agencies to consider strategies for climate change adaptation when designing improvements or additions to transportation networks.

Mendocino County does not have a climate action plan that specifically addresses transportation projects. In 2019, the County of Mendocino formed a Mendocino County Climate Action Advisory Committee to make recommendations to the Board of Supervisors regarding implementation of a Mendocino County Sustainability and Climate Action Program.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH_4 and N_2O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

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

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

Operational Emissions

The purpose of the proposed project is to improve accessibility for pedestrians in downtown Hopland by making US 101 compliant with the ADA. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on US 101, no increase in vehicle miles traveled (VMT) would occur due to construction of the project. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions would 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 2021 Caltrans Construction Emissions Tool (CAL-CET2021) version 1.0 was used to estimate carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and hydrofluorocarbons (HFCs) emissions from construction activities. Table 2 summarizes estimates of GHG emissions generated by onsite equipment for the proposed project. The project is anticipated to occur in 2024, over an estimated 120 working days. The carbon dioxide equivalent (CO_2e) produced during construction is estimated to be approximately 881 tons.

Table 2. Estimated Construction Emissions in U.S. Tons

Construction Duration	CO_2	CH_4	N_2O	HFC	CO_2e*
120 working days	426	0.008	0.024	0.030	881

* A quantity of GHG is expressed as carbon dioxide equivalent (CO_2e) that can be estimated by the sum after multiplying each amount of CO_2, CH_4, N_2O, and HFCs by its global warming potential (GWP). Each GWP of CO_2, CH_4, N_2O, and HFCs is 1, 25, 298, and 14,800, respectively.

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations (such as equipment idling restrictions) that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Caltrans has determined project impacts would be less than significant.

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

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

farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

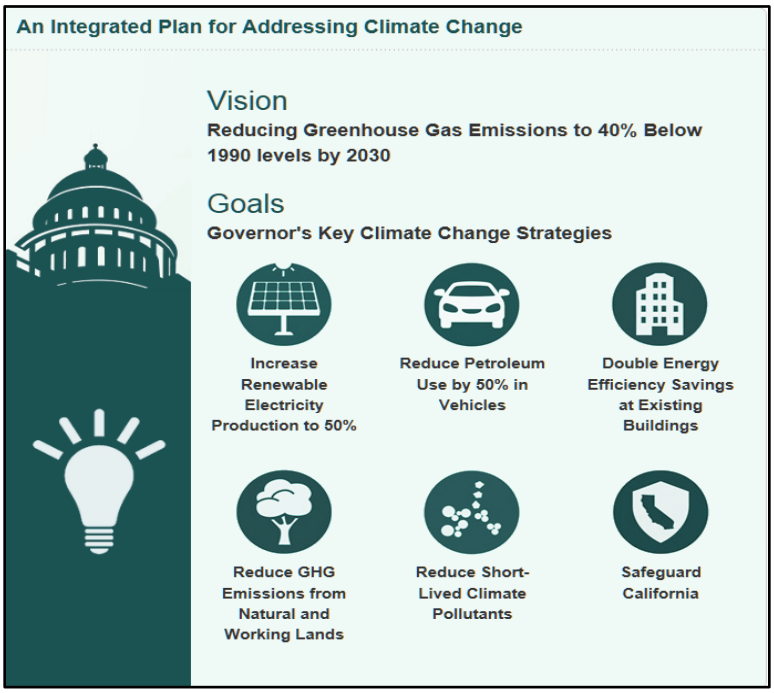

Figure 6. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

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

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the CARB 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 an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the *California Transportation Plan 2040*, which established a new model for developing ground transportation systems, consistent with CO_2 reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, rather than continuing to expand capacity on existing roadways, California will be working to improve transit, reducing long-run repair and maintenance costs of roadways, and developing a comprehensive assessment of climate-related transportation demand management and new technologies.

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

Caltrans Strategic Management Plan

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

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

Funding and Technical Assistance Programs

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

Caltrans Policy Directives and Other Initiates

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

Project-Level Greenhouse Gas Reduction Strategies

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

- Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality.
- Compliance with Title 13 of the California Code of Regulations—which includes restricting idling of diesel-fueled commercial motor vehicles and equipment with gross weight ratings of greater than 10,000 pounds to no more than 5 minutes.
- Caltrans Standard Specification "Emissions Reduction" ensures construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resources Board (CARB).
- Use of a Transportation Management Plan (TMP) to minimize vehicle delays and idling emissions. As part of this, traffic would be scheduled and directed to reduce congestion and related air quality impacts caused by idling vehicles along the highway during peak travel times.
- Pedestrian and bicycle access will be maintained during project activities.
- For improved fuel efficiency, contractor will be required to maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies.

- Maximize the use of recycled materials where feasible, such as using tire rubber in asphalt and recycled water instead of potable water for construction.
- Reduce construction waste by reusing or recycling construction and demolition waste where feasible.
- Pavement materials will be selected that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Long-life pavement will be specified. The design of long-lasting pavement structures will minimize life-cycle costs.

Although the project will not impact operational emissions, project features (such as culvert upsizing and improvements to the drainage system, Low Impact Development [LID] features such as landscape planters, the protection of existing vegetation, and improvements to pedestrian and bicycle facilities that will encourage walking and biking) will help reduce existing operational emissions.

Adaptation Strategies

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

FEDERAL EFFORTS

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

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

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

FHWA Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events, December 15, 2014*) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

STATE EFFORTS

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

- *Adaptation* to climate change refers to adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.

- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factors. These factors include, but are not limited to, ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

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

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

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

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

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

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

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

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

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

Project Adaptation Efforts

Caltrans has considered the effects of climate change on the project. The project is not anticipated to exacerbate the effects of climate change related to flooding, hazards, and wildfire, discussed below.

Sea-Level Rise

The proposed project is located outside the Coastal Zone and is not in an area subject to sea-level rise. The nearest location that would be affected by sea-level rise is approximately 30 miles west of Hopland and 400 feet lower in elevation. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

Floodplains

A Floodplain Evaluation Report Summary was prepared for the project (Caltrans 2021c). The project site lies within the Federal Emergency Management Agency (FEMA) mapped area shown on the 06045C185F FIRMette and is classified within three flood hazard zones. The majority of the site is located within Zone AE, a Special Flood Hazard Area with a determined Base Flood Elevation (BFE) or depth. Smaller portions near the center of the project site are located within Zone X, Areas of Minimal Flood Hazard. The smallest portion of the site is classified as areas having a 0.2 percent annual chance of flood hazard or areas of

one percent chance of flood with average depth less than one foot or with drainage areas of less than one square mile).

Heavier precipitation and extreme weather events, such as the 100-year flood, may occur as a result of climate change. A 100-year flood is a flood event that has a one in 100 chance of being equaled or exceeded in any given year. It is a metric commonly used in the design of storm drain systems. The Caltrans Climate Change Vulnerability Assessment for District 1 (Caltrans 2019) mapped potential changes in the 100-year storm precipitation event throughout the district. The projections are based on the Representative Concentration Pathways (RCP) 8.5 Emissions Scenario. In the Hopland area, the 100-year storm depth is projected to increase over historic conditions by up to 4.9 percent in 2025 and 2055, and between 5.0 and 9.9 percent in 2085 (Caltrans 2019). Many location-specific variables make it difficult to calculate exactly how precipitation change would affect flood flows at a given site.

Drainage work would be necessary for the construction of bulb-outs and curb ramps to ensure proper drainage is provided. Drainage pipes in poor condition will be repaired or replaced. A Hydraulic Recommendations memo was prepared to evaluate site-specific hydrology and the existing storm drain system (Caltrans 2021d). Precipitation frequency estimates were reviewed using NOAA Atlas 14. This information is used to estimate flows at culverts for discharge events, based on the storm duration and average recurrence interval.

The proposed project would replace existing culvert pipe in poor condition. Where cover allows, 18-inch culverts would be replaced with 24-inch pipe. Increasing culvert diameter is anticipated to reduce the occurrence of flooding upstream of culverts and water velocities at culvert outlets, which would decrease erosion downstream of the culverts. The proposed project would improve existing storm drain facilities to better protect roadways and increase resiliency to localized flooding.

Wildfire

The project site is located within both a Local Responsibility Area (LRA) and a State Responsibility Area (SRA). Within the SRA, on the west side of US 101 north of Mountain House Road, the project site is located predominantly within the moderate fire hazard severity zone (FHSZ). Land in the northwest corner of the project site is located within the high FHSZ (CALFIRE 2021).

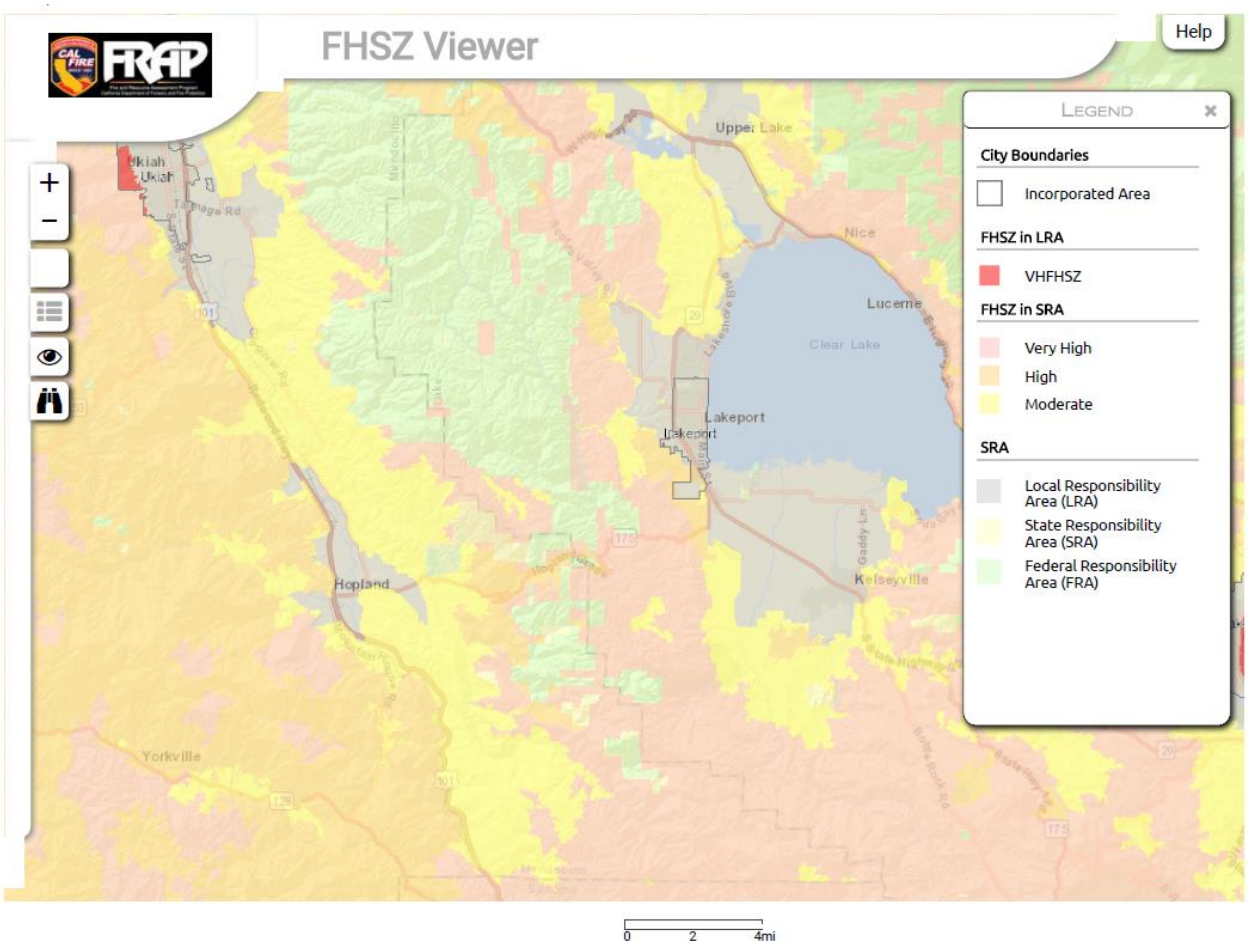

Figure 7. Fire Hazard Severity Zone Map

The Caltrans Climate Change Vulnerability Assessment for District 1 (Caltrans 2019) identifies US 101 within the project site as having a high level of concern for wildfire exposure. The projections are based on the Representative Concentration Pathways (RCP) 8.5 Emissions Scenario (Caltrans 2019). By 2040, US 101 through the project site is projected to have a very high level of concern for wildfire exposure. Changes in precipitation conditions due to climate change are projected to involve more frequent drought periods and storm events producing heavier rainfall, leading to an increase in fuels in already fire-prone locations.

Standard fire prevention measures would be implemented during construction, including:

- The names and emergency telephone numbers of the nearest fire suppression agencies would be posted at a prominent place at the job site.

- A Fire Prevention Plan would be required from the contractor to identify measures taken to reduce the risk of fire.
- Fires occurring within and near the project limits would be immediately reported to the nearest fire suppression agency by using the emergency phone numbers retained at the job site and by dialing 911. Performance of the work would be in cooperation with fire prevention authorities.
- Fires caused directly or indirectly by job site activities would be extinguished and escape of fires would be prevented.
- Materials resulting from clearing and grubbing would be disposed of or managed to prevent accumulation of flammable material.
- All emergency response agencies in the project area would be notified of the project construction schedule and would have access to U.S. Highway 101 and State Route 175 throughout the construction period.
- Standard Special Provision 7-1.02M(2) includes a list of fire prevention procedures that would be required by the contractor during construction.

These measures would minimize wildfire risk during construction. It is a policy of District 1 to avoid exposing plastic pipe to fire hazard, therefore culverts would be made of steel. The project would upgrade existing infrastructure and would not result in changes to the highway facilities or environment that could exacerbate fire risk.

2.9. Hazards and Hazardous Materials

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
Would the project: 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?				✓
Would the project: c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
Would the project: 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?			✓	
Would the project: e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
Would the project: g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Initial Site Assessment (ISA) prepared on September 22, 2021 (Caltrans 2021e) and the Preliminary Site Investigation (PSI) Report dated September 20, 2021 (Geocon 2021). Potential impacts to the public and the environment, as described in Questions b), c), e), f), and g), are not anticipated. The project would involve upgrading sidewalks, driveways and associated infrastructure to current ADA standards and would not create significant hazards due to a reasonably foreseeable accidental release of hazardous materials. The project is not located within an airport land use plan. Although there would be temporary traffic delays during construction, all emergency response agencies in the project area would be notified of the construction schedule and would have access to US 101 and SR 175 throughout the construction period. The project would not expose people or structures to significant risks involving wildland fires. See below for further discussion of the "Less Than Significant Impact" determination made for Questions a) and d).

Regulatory Setting

The primary laws governing hazardous materials include:

- California Health and Safety Code, Chapter 6.5
- Porter-Cologne Water Quality Control Act, § 13000 et seq.
- CFR Titles 22, 23, and 27

Environmental Setting

Aerially Deposited Lead (ADL) is commonly found in soils adjacent to roadways that were heavily trafficked when leaded gasoline was in use and is likely to be encountered within the project site. Due to the project's location near current and former gas stations, there are several closed leaking underground storage tank (LUST) cleanup properties adjacent to the project site and one open (eligible for closure status) LUST case located at the intersection of US 101 and SR 175 (Hopland Farms) (SWRCB 2021). These LUST sites create the potential for contamination within the Environmental Study Limits (ESL) from petroleum hydrocarbons and Title 22 metals. A PSI was conducted in August 2021 to evaluate potential contamination within the project limits.

Discussion of CEQA Environmental Checklist Questions 2.9 a) and d)—Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The location of the project would be within areas potentially containing ADL. During construction, some of this material would be excavated and either used on-site or transported to a disposal facility. To evaluate the site for hazardous concentrations of lead, soil was excavated from 0- to 2-feet depths along the shoulders of US 101 and analyzed for lead concentrations. The PSI found that soils excavated from the northbound shoulders from a depth of two (2) feet and shallower were considered non-hazardous in three out of three excavation scenarios and would qualify as non-regulated material for unrestricted use. Soils excavated from the southbound shoulders were found to be non-hazardous in two out of three excavation scenarios considered, with soils excavated from the surface to a depth of one (1) foot considered hazardous. Soils combined from both the northbound and southbound shoulders were classified the same as soils from the southbound shoulders. Depending on the excavation scenario, soils excavated from the southbound shoulders or combined with soils from the northbound shoulders, would qualify as either:

Regulated material (Type Com)–may be reused in the Caltrans right of way with no cover requirement, or alternatively, could also be disposed of at an appropriately permitted Class II/III disposal facility subject to DTSC requirements.

Hazardous material may also be reused in Caltrans right of way as Caltrans Type R-1 if placed at least five (5) feet above maximum historical water table elevation, covered with at least one (1) foot of Type Com or non-regulated material or pavement, and in compliance with DTSC requirements. If reuse is not an option, these soils would be considered Type Z-2 and would have to be disposed of at a Class I landfill. Potential impacts to the public as a result of the handling and transport of hazardous materials is anticipated to be *less than significant* due to the scope of the project.

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 site would be located on or adjacent to multiple LUST sites due to existing and historic gas stations in the project area. A PSI was performed to evaluate soils within the project limits for concentrations of petroleum hydrocarbons and metals. Petroleum hydrocarbons were not detected within the soil samples collected from two (2) borings adjacent to the former LUST cleanup properties, nor were obvious indicators (odors, staining or elevated photoionization detector readings) of petroleum hydrocarbon contamination observed. Title 22 metal concentrations in samples collected from the two borings were less than "Total Threshold Limit Concentrations" and generally fall within the range of naturally occurring background levels. Based on laboratory analytical results, no special handling of excavated soil in the vicinity of these borings, with respect to metals and petroleum hydrocarbons, is anticipated during construction. If obvious petroleum hydrocarbon-impacted soil conditions are encountered during construction excavations, these materials would be isolated, stockpiled and characterized to determine the appropriate soil disposal options as required by Caltrans specifications. Potential impacts to the public or the environment as a result of the project location within a hazardous materials site is anticipated to be *less than significant* due to a lack of contamination by Title 22 metals and petroleum hydrocarbons found on the site. Further, the ISA found that the project work site would not impact sites on the hazardous waste and substances site list (Cortese List).

Mitigation Measures

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

2.10. Hydrology and Water Quality

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				✓
Would the project: b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✓
Would the project: c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;				✓
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				✓
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				✓
(iv) impede or redirect flood flows?				✓
Would the project: d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Water Quality Assessment Exemption Memorandum dated October 21, 2021 (Caltrans 2021g), the Floodplain Evaluation Report Summary (FERS) dated 11/17/21 (Caltrans 2021c), and Hydraulics Recommendations–0 Phase (Caltrans 2021d). The project boundaries fall within three defined flood zones along US 101, including Zone AE, a Special Flood Hazard Area. The proposed pavement reconstruction areas would occur in Zone AE; however, project activities would not occur in the floodway. The FERS finds that construction activities are not expected to have any significant adverse floodplain impacts. Drainage work would be necessary for the construction of bulb-outs and curb ramps to ensure proper drainage is provided. Drainage pipes in poor condition would be repaired or replaced. The disturbed soil area (DSA) is estimated at 2.99 acres, requiring compliance with the SWRCB Construction General Permit (CGP), including a Stormwater Pollution Prevention Plan (SWPPP). If the actual DSA were to drop below one acre, a Water Pollution Control Program would be required in lieu of a SWPPP. Appropriate construction site BMPs would be specified in the stormwater plan and deployed by the contractor to avoid or minimize water quality impacts. In addition to improving existing stormwater drainage facilities, the project would construct Low Impact Development (LID) treatments (such as stormwater planters at bulb-outs) to provide for stormwater infiltration. Potential impacts to water quality are not anticipated due to the scope and location of work to be performed. The project would have no impacts to groundwater. No mitigation is required for this project.

2.11. Land Use and Planning

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Physically divide an established community?				✓
Would the project: b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project would bring pedestrian facilities in downtown Hopland into compliance with accessibility standards by improving existing sidewalks, crosswalks, driveways, and roadways. The scope of the project does not include development that would physically divide the community; rather, the improvements would make the community more accessible and safer to navigate for pedestrians. The project is consistent with the Mendocino County Zoning Ordinance (County of Mendocino 2021) and the goals and policies of the Mendocino County General Plan (County of Mendocino 2009), including those specific to the community of Hopland identified in Chapter 6 of the MCGP. Potential impacts to land use and planning are not anticipated.

2.12. Mineral Resources

Question:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
Would the project: 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?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Mineral resources, such as rock, sand, and gravel, would be used for construction of the project, primarily in the form of road base and concrete. These materials are readily available locally, and their use in the project would not cause the resource to become unavailable in the region or the state. The project site is not located on a locally important mineral resource recovery site (California Department of Conservation 2016). Potential impacts to mineral resources are not anticipated and no mitigation would be required.

2.13. Noise

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in: a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				✓
Would the project result in: b) Generation of excessive groundborne vibration or groundborne noise levels?				✓
Would the project result in: c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Traffic, Noise, Air Quality, Energy, and Greenhouse Gas Memorandum dated October 15, 2021 (Caltrans 2021b). During construction, noise may be generated from the contractor's equipment and vehicles. Based on the scope of work, the project is considered a Type III project, which does not require a noise analysis, and potential traffic noise impacts are not anticipated. Noise abatement is therefore not considered.

2.14. Population and Housing

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project would improve the accessibility and safety of existing transportation infrastructure for pedestrians. It does not involve the development of new roads or transportation systems. Construction of driveway and sidewalk improvements would temporarily affect access to residences within the project corridor but would not displace people or housing. Potential impacts to population and housing are not anticipated and no mitigation would be required.

2.15. Public Services

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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: Fire protection?				✓
Police protection?				✓
Schools?				✓
Parks?				✓
Other public facilities?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. Fire protection services are provided by the Hopland Fire Protection District and the California Department of Forestry and Fire Protection (CALFIRE); law enforcement is provided by the Mendocino County Sheriff's Office and California Highway Patrol. Potential impacts to public services are not anticipated because operation of project improvements and the activities involved in construction of the improvements would not require additional fire or police protection, and would not increase the demand on schools, parks, or other public facilities. All emergency response agencies in the project area would be notified of the project construction schedule and would have access to US 101 and SR 175 throughout the construction period. No mitigation would be required for this project.

2.16. Recreation

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
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?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project is in the unincorporated rural community of Hopland. The nearest public recreational facility is an elementary school playground approximately 1,000 feet southwest of the project site. There are no neighborhood parks in or near downtown Hopland; therefore, construction of the project would not impact existing parks. The project does not include or require the construction of recreational facilities. For these reasons, potential impacts to recreation are not anticipated and no mitigation would be required.

2.17. Transportation

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

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Transportation Management Plan (TMP) dated December 8, 2020 (Caltrans 2020). The project is consistent with the Mendocino County 2017 Regional Transportation Plan adopted February 5, 2018 (MCOG 2018) and the 2017 Active Transportation Plan adopted November 6, 2017 (MCOG 2017). The Hopland ADA project does not increase capacity and is not expected to be traffic inducing; therefore, is consistent with CEQA Guidelines § 15064.3, subdivision (b) and an analysis of vehicle miles traveled (VMT) is not warranted. Potential impacts to transportation and traffic are not anticipated because the ADA improvements are intended in part to improve safety and, as such, would not result in a change to the geometric design of the roadway such that there would be increased hazards. Although there would be temporary traffic delays during construction, there would not be any permanent changes to transportation or traffic. Construction traffic would be scheduled and routed to reduce congestion. Mendocino Transit Authority (MTA) has bus stops within the project site that serve one route, which operates six days per week, stopping once in the northbound and once in the southbound direction each day. MTA would be notified at least 10

business days before the start of work for temporary closures that could potentially affect this route to allow for adjusting bus stop locations within the construction zone. Bicycles and pedestrians would be accommodated through the construction area. All emergency response agencies in the project area would be notified of the project construction schedule and would have access to US 101 and SR 175 throughout the construction period. Because no potential impacts to transportation or traffic are anticipated, no mitigation would be required.

2.18. Tribal Cultural Resources

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or				✓
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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project, as well as the Historic Property Survey Report and attachments dated December 2021 (Caltrans 2022). The Native American Heritage Commission (NAHC) was contacted on December 10, 2020, by Caltrans archaeologist Ambrose Bowman with a request for a consultation list of tribes, groups, and individuals who have expressed an interest in the project vicinity and for a review of the Sacred Lands File for any potential sacred sites within the project

vicinity. The NAHC responded on February 5, 2021, indicating positive results for sacred sites were identified in the project vicinity and a list of Native American tribes, groups, and individuals for consultation was provided pursuant to Section 106. This list included two individuals from the Hopland Band of Pomo Indians. Section 106 consultation letters were sent to these individuals on February 25, 2021, with follow-up notices sent on June 2, 2021. On June 8, 2021, a response was received from the Hopland Band of Pomo Indians indicating the tribe is willing to provide consultation and monitors for a fee. The project would include monitoring by a Caltrans archaeologist and a tribal monitor from the Hopland Band of Pomo Indians.

Section 106 consultation letters were sent on December 7, 2021, to the Historical Society of Mendocino County, Anderson Valley Historical Society, Cloverdale Historical Society, Grace Hudson Museum & Sun House, and County of Mendocino Planning & Building Services. There have been no responses to date.

No significant tribal cultural resources were identified as a result of Section 106 consultation. Potential impacts to tribal cultural resources are not anticipated. Caltrans will continue to consult with the Hopland Band of Pomo Indians for the life of the project. No mitigation would be required.

2.19. Utilities and Service Systems

Question	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities—the construction or relocation of which could cause significant environmental effects?				✓
Would the project: b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
Would the project: c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
Would the project: d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓
Would the project: e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. The project would include the repair and replacement of existing storm drain systems; no new or expanded drainage systems are proposed other than the upsizing of currently undersized culverts. The project would not result in new demand for water supplies or wastewater treatment and does not propose new or expanded natural gas or telecommunications systems. Expanded electric utilities may be required to power new streetlights—should Caltrans Division of Traffic Safety recommend them. PG&E provides electrical service to downtown Hopland, including power to streetlights within the Caltrans right of way. Several of the existing crosswalks are not illuminated. Traffic Safety may determine that crosswalks within the project limits that are not currently illuminated would require new streetlights. A maximum of 14 streetlights at 7 crosswalks could potentially be added. The ADA project involves soil excavation and the removal of existing concrete and pavement to adjust grades and sidewalk widths, which would allow for the installation of new electrical conduit and wire in existing utility trenches. Electricity required to power the new LED lights would be insignificant. Potential impacts to Utilities and Service Systems are therefore not anticipated, and no mitigation would be required.

2.20. Wildfire

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

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Environmental Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

"No Impact" determinations in this section are based on the scope, description, and location of the proposed project. As stated in Section 2.8, the project site is located within both a Local Responsibility Area (LRA), served by the Hopland Fire Protection District, and a State Responsibility Area (SRA), served by CALFIRE. Within the SRA, located on the west side of US 101 north of Mountain House Road, the project site is predominantly within the moderate fire hazard severity zone (FHSZ). Land in the northwest corner of the project site is located within the high FHSZ (CALFIRE 2021). The project is not located within or near a very high

FHSZ. The proposed work would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks; therefore, potential wildfire impacts are not anticipated. No mitigation would be required.

2.21. Mandatory Findings of Significance

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

Discussion of CEQA Environmental Checklist Question 2.21 a)— Mandatory Findings of Significance

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

The project would have a less than significant impact on Cultural Resources, Greenhouse Gas Emissions, and Hazards and Hazardous Materials, whose impacts would be temporary in nature. The project would have no impact on Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Energy, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Because the Initial Study finds the project would have no significant impacts in any subject area, the project impact to the environment would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The Initial Study finds the project would have no significant impacts in any subject area; less than significant impacts with no mitigation required in 3 subject areas; and no impact in the remaining 17 subject areas. All impacts would be temporary in nature, occurring during construction of the project, approximately one construction season. Therefore, there the project would have no impact.

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

The Initial Study finds the project would have no environmental effects which would cause substantial adverse effects on human beings. Therefore, there would be no impact.

2.22. Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time (CEQA § 15355).

Cumulative impacts to resources may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

Per Section 15130 of CEQA, a Cumulative Impact Analysis (CIA) discussion is only required in "…situations where the cumulative effects are found to be significant." The Initial Study finds the project would have no significant impacts in any subject area; less than significant impacts with no mitigation required in 3 subject areas; and no impact in the remaining 17 subject areas. All impacts would be temporary in nature, occurring during construction of the project, approximately one construction season. Given this, an EIR and CIA were not required for this project.

Chapter 3. Agency and Public Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings and one informal public meeting. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

The Project Development Team provided a brief presentation of the project to the Hopland Municipal Advisory Council (HMAC) on June 16, 2021, and received preliminary comments from members of the HMAC and the public.

A community meeting to provide an overview of the project and to receive comments from the public will be hosted by the HMAC on February 16, 2022. After circulation of this draft document and review and response to any public comments received, the PDT would decide whether to move forward with the proposed alternative. Public comments and responses would be addressed in the Final Environmental Document.

Coordination with Property Owners

Permits to enter were obtained in 2021 to access several properties within the project Environmental Study Limits to perform environmental studies. A notice containing a link to the draft Initial Study/proposed Negative Declaration will be sent to owners and occupants of properties adjacent to the project area.

Coordination with Tribes

Native American Consultation was conducted by Caltrans archaeologist Ambrose Bowman. In February and June 2021, Section 106 consultation notices were sent to the Hopland Band of Pomo Indians. A response was received in June 2021. Caltrans will continue to consult with the Hopland Tribe and other interested tribes throughout the life of the project.

Circulation

This draft document is available for public review for a 30-day comment period.

Chapter 4. List of Preparers

The following individuals performed the environmental work on the project:

California Department of Transportation, District 1

Ambrose Bowman	Environmental Planner (Archaeologist)
Asadollah Noorozi	Transportation Engineer (Lead Project Engineer)
Brandon Larsen	Supervising Environmental Planner (Environmental Office Chief)
Celeste Redner	District Hydraulic Engineer (Hydraulics and Floodplains)
Christian Figueroa	Engineering Geologist (Hazardous Waste/Paleontology)
Felicia Zimmerman	Associate Environmental Planner (Climate Change)
Jacob Hilliard	Associate Environmental Planner (Biologist)
Julie East	Senior Environmental Planner (Branch Chief)
Julie Price	Associate Environmental Planner (Coordinator)
Karen Radford	Associate Environmental Planner (Technical Editor)
Kazeem Alabi	Senior Transportation Engineer (Design Branch Chief)
Kristina Crawford	Associate Environmental Planner (Archaeologist)
Laura Lazzarotto	Landscape Associate (Aesthetics)
Lorna McFarlane	Senior Resource Specialist (Climate Change)
Reed Crane	Environmental Planner (Water Quality)

Risa Okuyama	Environmental Planner (Biologist)
Saeid Zandian-Jazi	Transportation Engineer (Air, Noise, Greenhous Gas, Energy)
Shakiba Shenyani	Transportation Engineer (Assistant Project Engineer)
Sonia Miller	Associate Environmental Planner (Archaeological History)

Chapter 5. Distribution List

Federal and State Agencies

Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

California Transportation Commission
1120 N Street, MS 52
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Daniel Breen, U.S. Army Corps of Engineers
1455 Market Street, 16th Floor
San Francisco, CA 94103

Greg Schmidt, U.S. Fish and Wildlife Service
1655 Heindon Road
Arcata, CA 95518

Jennifer Olson, California Department of Fish & Wildlife
619 Second Street
Eureka, CA 95501

Andrew Trent, National Marine Fisheries Service
777 Sonoma Avenue
Santa Rosa, CA 95404

Bob Coey, National Marine Fisheries Service
777 Sonoma Avenue
Santa Rosa, CA 95404

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

Regional/County/Local Agencies

Howard Dashiell, Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

Katrina Bartolomie, Mendocino County Clerk
501 Low Gap Road, Room 1020
Ukiah, CA 95482

Mendocino Council of Governments
525 South Main Street, Suite B
Ukiah, CA 95482

Hopland Municipal Advisory Council
c/o Julie Golden
P.O. Box 340
Hopland, CA 95449

Mendocino Transit Authority
241 Plant Road
Ukiah, CA 95482

Nash Gonzalez, Mendocino County Department of Planning & Building Services
860 North Bush Street
Ukiah, CA 95482

Local Elected Officials

Glenn McGourty, Mendocino County Board of Supervisors (1st District)
501 Low Gap Road, Room 1010
Ukiah, CA 95482

Interested Groups, Organizations, and Individuals

Sonny Elliott, Hopland Band of Pomo Indians
3000 Shanel Rd
Hopland CA, 95449

Utilities, Service Systems, Businesses, and Other Property Owners

North Coast Railroad Authority
419 Talmage Road, Suite M
Ukiah, CA 95482

Pacific Gas & Electric Company
111 Stony Circle
Santa Rosa, CA 95401

AT&T California
2125 Occidental Road
Santa Rosa, CA 95401

Hopland Public Utility District
P.O. Box 386
Hopland, CA 95449

Chapter 6. References

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_____. 2021d. *Hydraulic Recommendations – 0 Phase*

_____. 2021e. *Initial Site Assessment (Update)*

_____. 2021f. *Visual Impact Assessment*

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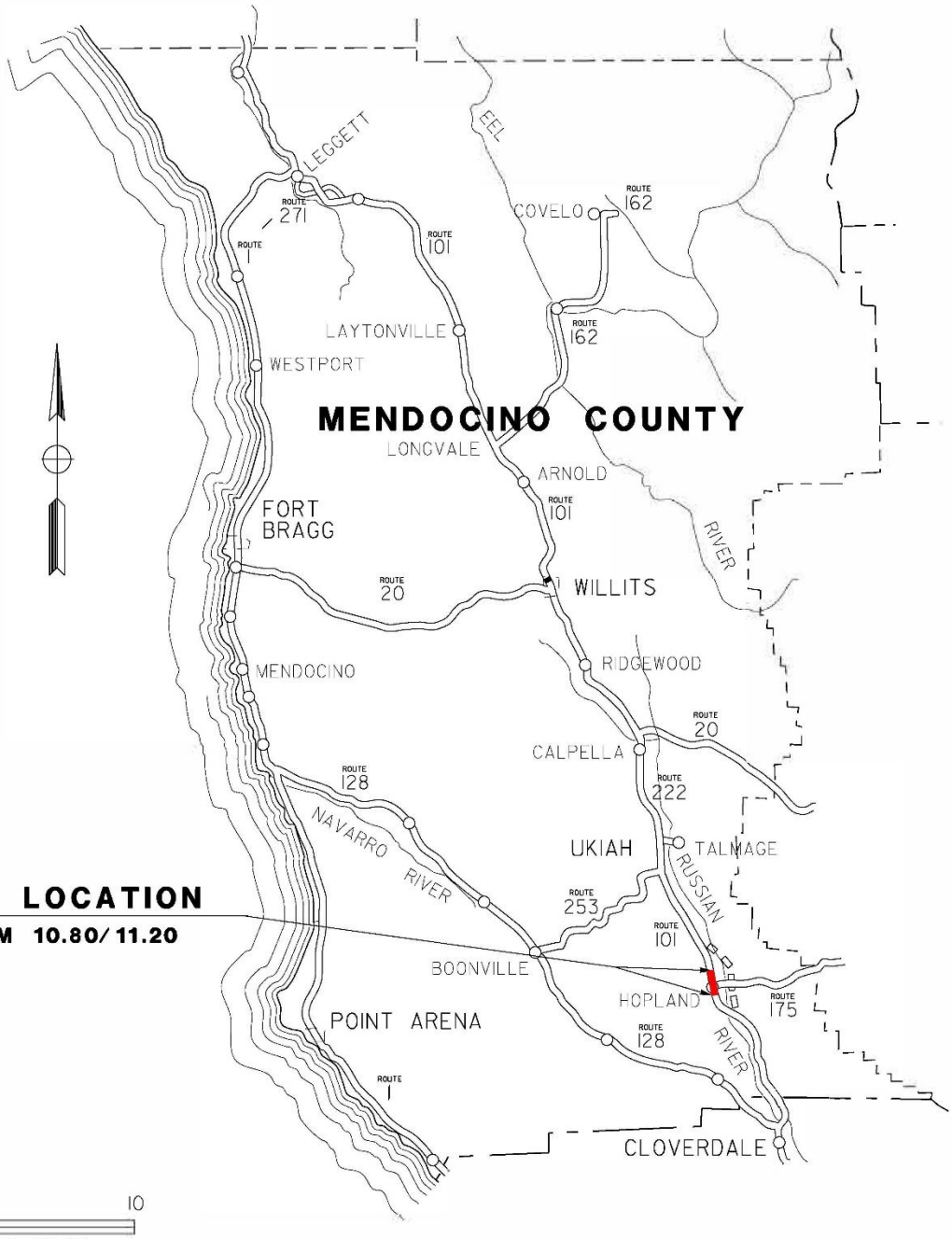
Appendix A. Project Layouts

VICINITY MAP



PROJECT LOCATION

MEN-101-PM 10.80/11.20

HOPLAND ADA

01-MEN-101-PM 10.80/11.20

EA: 01-0H140

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

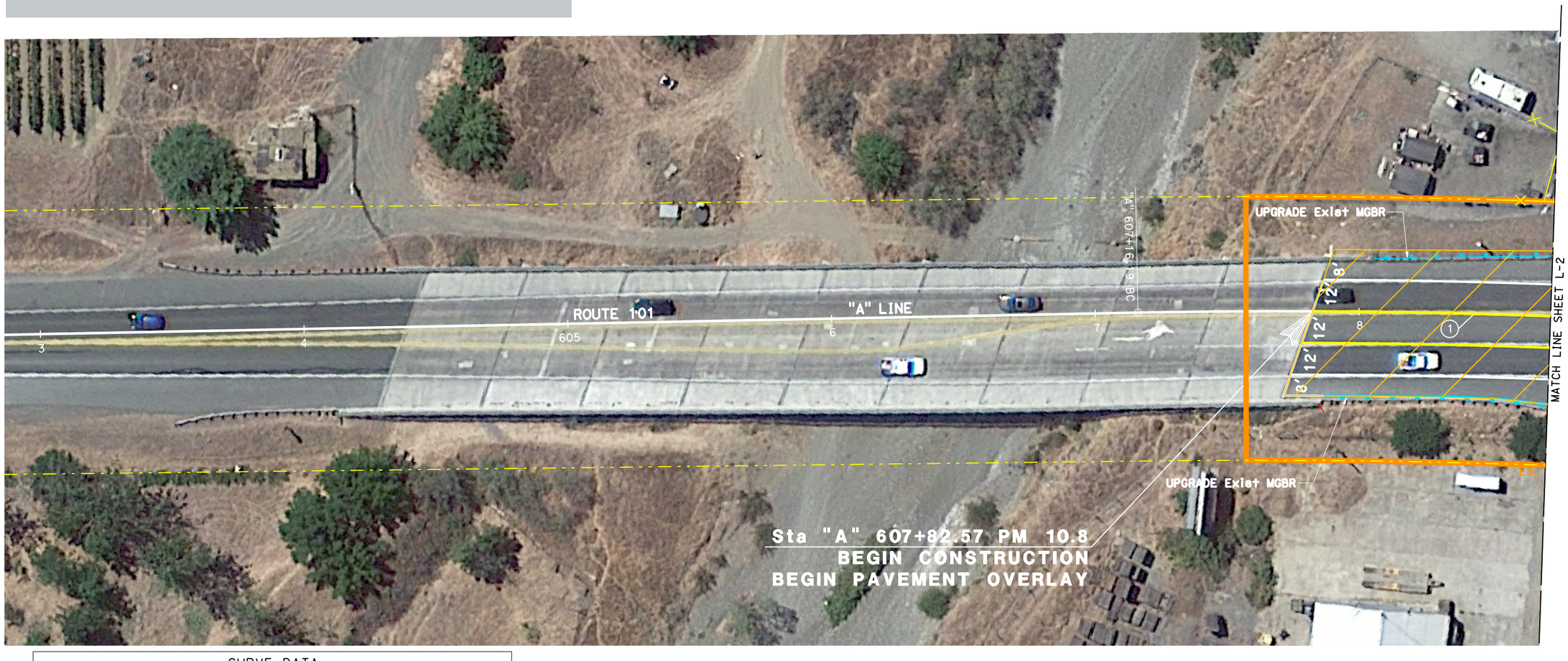
DESIGN ONLY

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

LEGEND

- CONSTRUCT NEW/ UPGRADE EXISTING CURB RAMP
- HIGH VISIBILITY CROSSWALK
- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- sd EXISTING DRAINAGE
- sd REPLACE EXISTING DRAINAGE SYSTEM
- sd PROPOSED DRAINAGE
- CUT/FILL LINE
- EXIST FENCE/RAILING



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A	(1)	2,800.00′	15°44′12"	386.95′	769.04′

LAYOUT

SCALE: 1"=20′

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

DATE	REVISED BY

LAST REVISION 01-04-22

DATE PLOTTED => 27-JAN-2022
TIME PLOTTED => 08:33

BORDER LAST REVISED 7/2/2010

USERNAME => s145650
DGN FILE => 0117000115eq001.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0350

PROJECT NUMBER & PHASE 0117000115

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

DESIGN ONLY

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

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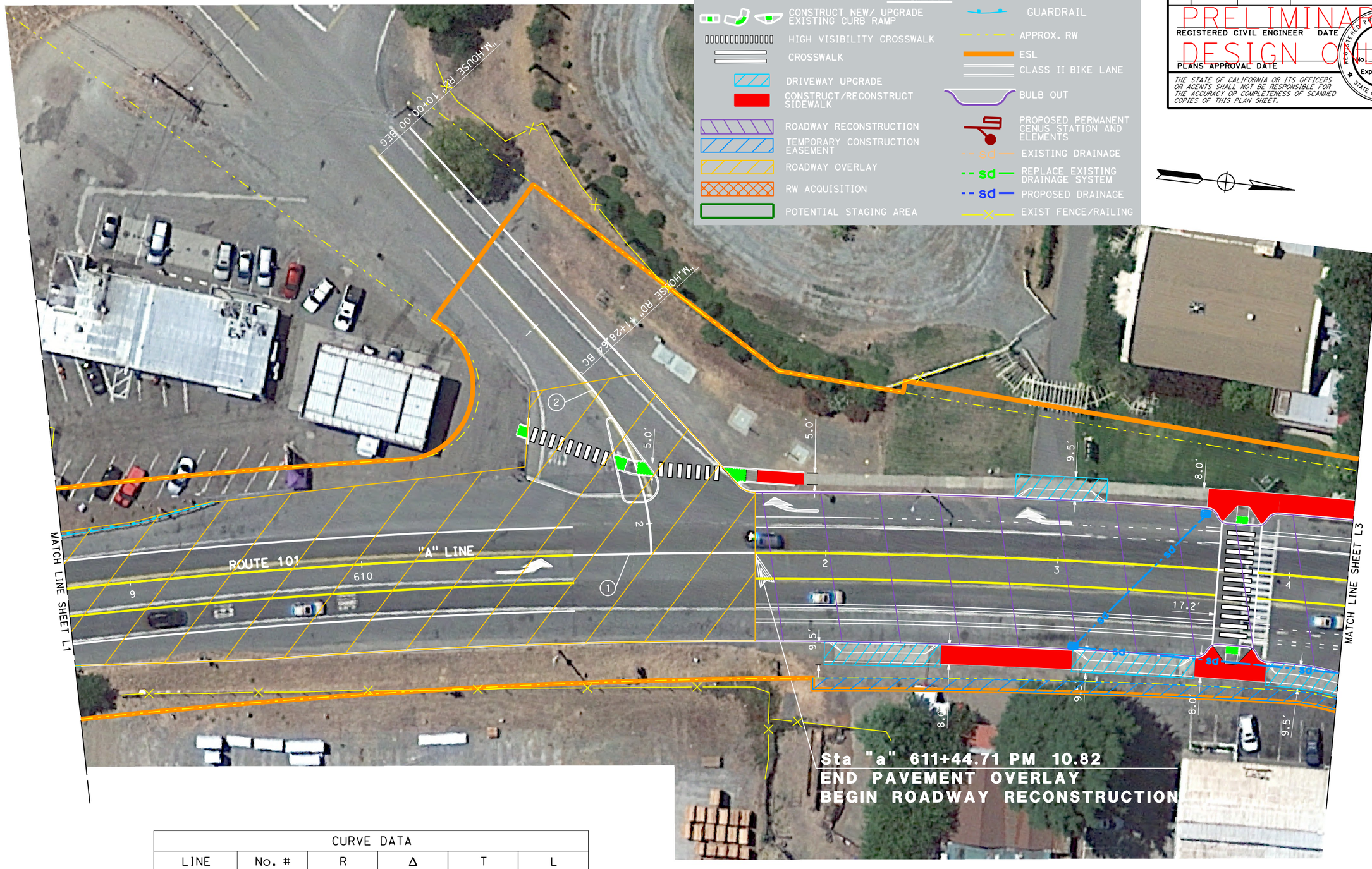
LEGEND

- CONSTRUCT NEW/ UPGRADE EXISTING CURB RAMP
- HIGH VISIBILITY CROSSWALK
- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- SD EXISTING DRAINAGE
- sd REPLACE EXISTING DRAINAGE SYSTEM
- sd PROPOSED DRAINAGE
- EXIST FENCE/RAILING



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LAYOUT
SCALE: 1"=20′

L- 2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

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CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY	DATE REVISED

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TIME PLOTTED => 08:47

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UNIT 0350

PROJECT NUMBER & PHASE 0117000115

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.8-11.2		

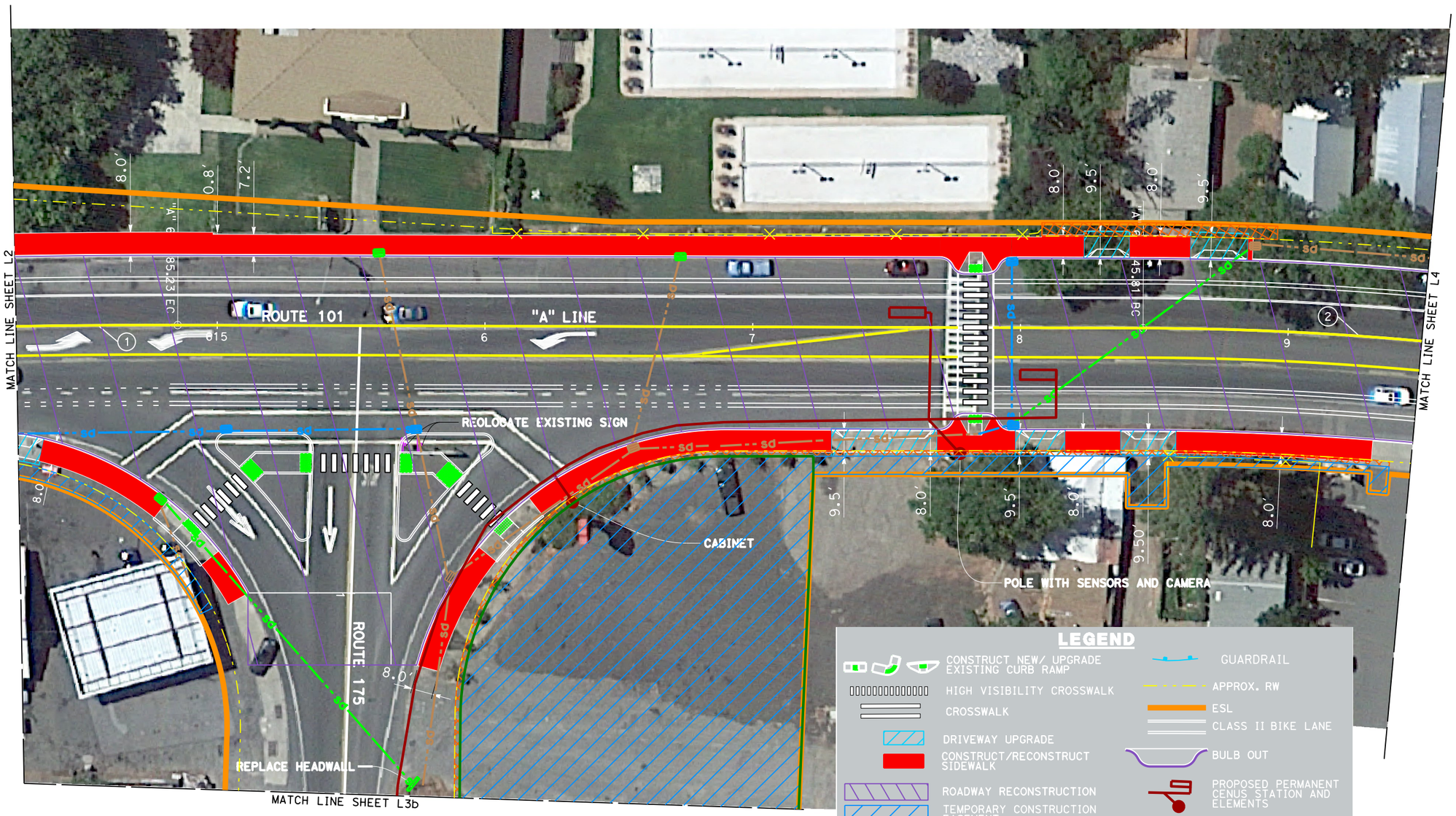
PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

DESIGN ONLY

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA



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- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- sd EXISTING DRAINAGE
- sd REPLACE EXISTING DRAINAGE SYSTEM
- sd PROPOSED DRAINAGE
- EXIST FENCE/RAILING

CURVE DATA					
LINE	No. #	R	Δ	T	L
A	(1)	2,800.00'	15°44'12"	386.95'	769.04'
	(2)	1,200.00'	22°36'45"	239.92'	473.60'

LAYOUT

SCALE: 1"=20'

L-3a

	REVISED BY	DATE REVISED
CALCULATED-DESIGNED BY		
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0350

PROJECT NUMBER & PHASE 0117000115

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

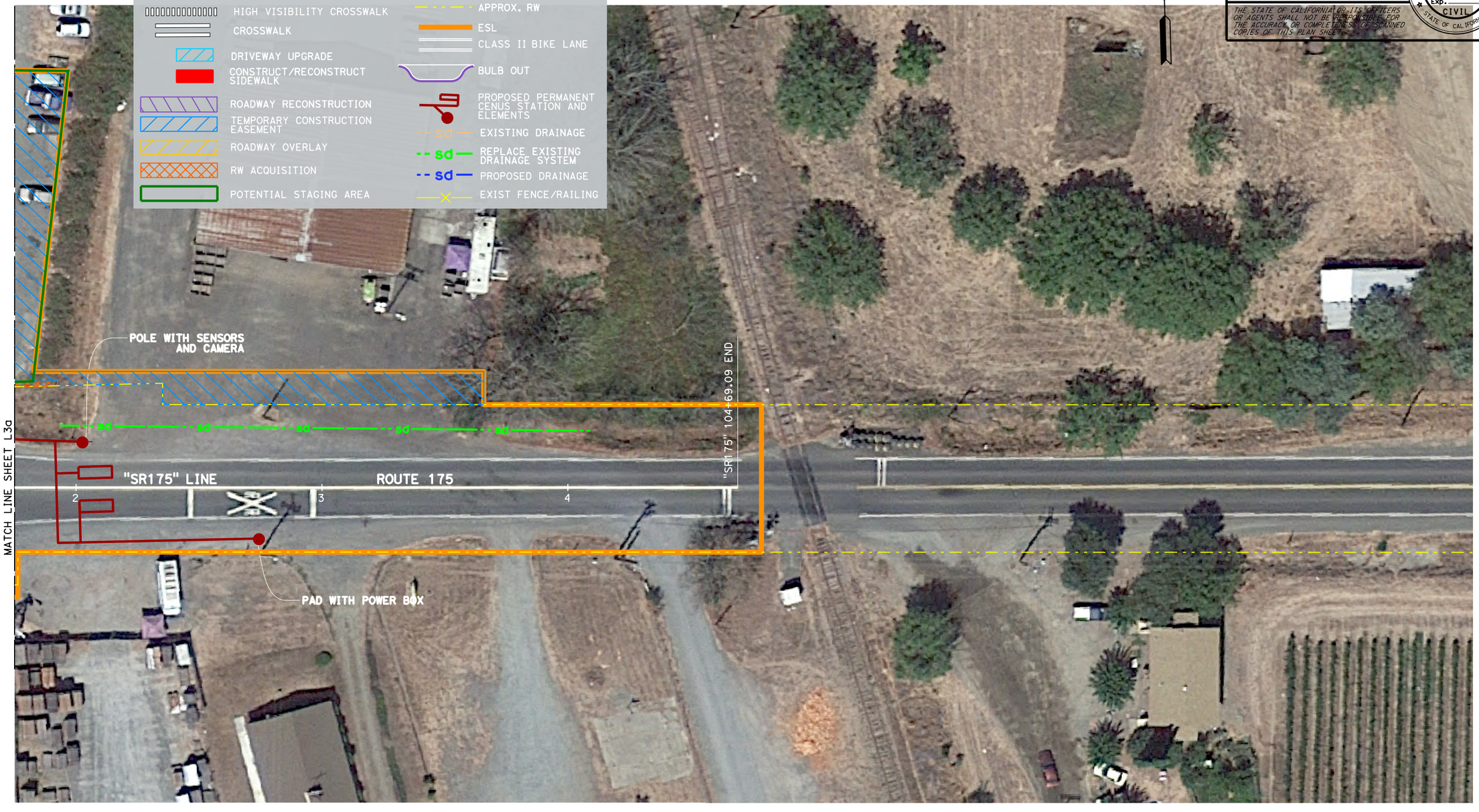
DESIGN ONLY

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. CIVIL — STATE OF CALIFORNIA

LEGEND

- CONSTRUCT NEW/ UPGRADE EXISTING CURB RAMP
- HIGH VISIBILITY CROSSWALK
- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- sd EXISTING DRAINAGE
- sd REPLACE EXISTING DRAINAGE SYSTEM
- sd PROPOSED DRAINAGE
- EXIST FENCE/RAILING



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SCALE: 1"=20'

L-3b

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01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

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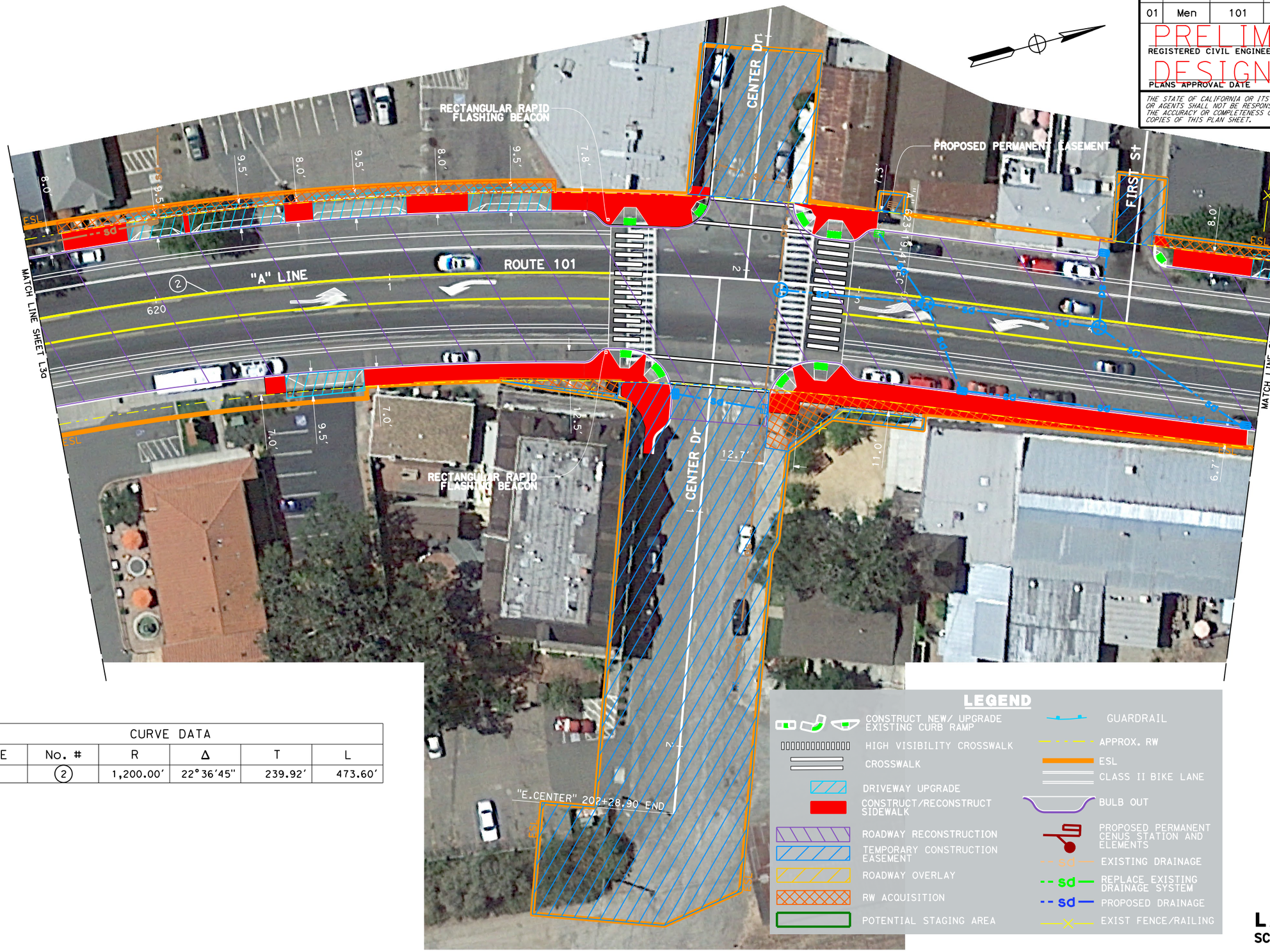

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LEGEND

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- HIGH VISIBILITY CROSSWALK
- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- EXISTING DRAINAGE
- REPLACE EXISTING DRAINAGE SYSTEM
- PROPOSED DRAINAGE
- EXIST FENCE/RAILING

LAYOUT

SCALE: 1"=20′

L- 4

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

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- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- EXISTING DRAINAGE
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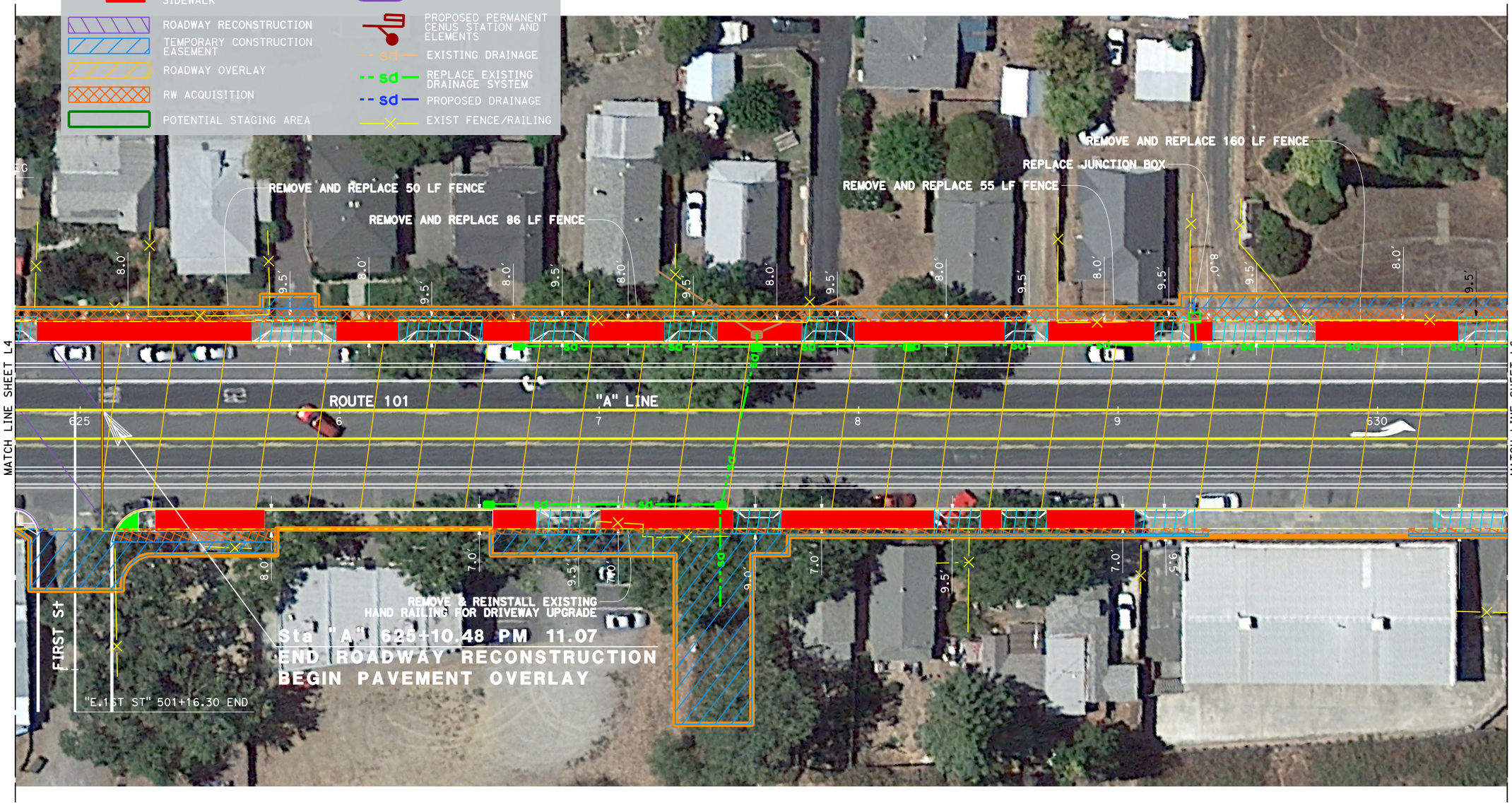

LAYOUT
SCALE: 1"=20'

L- 5

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	101	10.8-11.2		

PRELIMINARY

REGISTERED CIVIL ENGINEER DATE

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LEGEND

- CONSTRUCT NEW/ UPGRADE EXISTING CURB RAMP
- HIGH VISIBILITY CROSSWALK
- CROSSWALK
- DRIVEWAY UPGRADE
- CONSTRUCT/RECONSTRUCT SIDEWALK
- ROADWAY RECONSTRUCTION
- TEMPORARY CONSTRUCTION EASEMENT
- ROADWAY OVERLAY
- RW ACQUISITION
- POTENTIAL STAGING AREA
- GUARDRAIL
- APPROX. RW
- ESL
- CLASS II BIKE LANE
- BULB OUT
- PROPOSED PERMANENT CENUS STATION AND ELEMENTS
- sd EXISTING DRAINAGE
- sd REPLACE EXISTING DRAINAGE SYSTEM
- sd PROPOSED DRAINAGE
- EXIST FENCE/RAILING

LAYOUT
SCALE: 1"=20'

L- 6

REVISED BY | DATE REVISED

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FUNCTIONAL SUPERVISOR

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Caltrans

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01-04-22

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Appendix B. Title VI Policy Statement

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

Making Conservation a California Way of Life.

September 2021

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*."

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi .

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 Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director