



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): Westport Landslide Repair

DIST-CO-RTE: MEN-001

PM/PM: 75/76.5

EA: 01-0N440

Federal-Aid Project Number: N/A

Project Description:

The Westport landslide is located in Mendocino County near Westport CA, between Postmiles 75.0 and 76.5 on State Route 1. This area has undergone a series of emergency repairs dating back to 2005. Work under this current emergency was initiated under Governor’s proclamation 23-3. On March 1, 2023 following a period of heavy rainfall, the area began to show severe roadway structure distress, along with accelerated coastal erosion. Several nested slides throughout the site have also developed, along with additional movement of the larger landslide complex. Work has been ongoing, including installation of additional Soldier Pile Ground Anchor Walls (SPGA), roadway profile correction, and geotechnical investigations to help inform the minimum repairs necessary along with potential long-term solutions. Work also entailed developing a structural shore protection analysis to help inform the beach revetment portion of this emergency (see continuation sheet for further project description).

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Dominic Vitali

Print Name

Signature

03/07/2025

Date

Project Manager

Trevor Goff

Print Name

Signature

03/07/2025

Date



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Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(9)(i)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Dominic Vitali Signature 03/07/2025
Print Name Signature Date

Project Manager/ DLA Engineer

Trevor Goff Signature 03/07/2025
Print Name Signature Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 3/7/25

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



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Continuation sheet:

Project Description Continued: Apart from the SPGA walls, two other critical components of work that define the minimum necessary effort to address the immediate threat to the highway and associated facilities include a coastal rock revetment at the toe of the slope to help minimize coastal erosion and mass wasting on the bluff face, along with a dewatering strategy to reduce hydrostatic load of the landslide. Geotechnical work to inform the dewatering strategy is ongoing, and the rock revetment at the toe of the slope is scheduled to begin in April of 2025.

The purpose of this emergency project is to employ a three-part strategy that includes installation of additional SPGA walls, coastal rock revetment and a dewatering strategy to help address the immediate threat and limit the frequency and magnitude of degradation of the highway and associated facilities. This project is needed to prevent or mitigate the loss or impairment of life, health, property, and essential services.

Preliminary biological, cultural, visual, and hazardous materials reviews have been completed and no impacts on these resources are anticipated with the incorporation of the measures identified below.

Required Environmental Permits:

- United States Army Corps of Engineers 404 Individual Emergency Permit
- North Coast Water Quality Control Board 401 Certification
- California Department of Fish and Wildlife 1610
- Emergency Coastal Development permit

The following measures have been included as part of the project:

- A qualified Contractor Supplied Biologist (CSB) will monitor all active construction activities directed.
- A qualified Contractor Supplied Tribal and Archaeological Monitor will be onsite for all construction activities as directed.
- Installation of k-rail barrier to prevent access to environmentally sensitive areas.
- Implementation of Caltrans Standard Best Management Practices (BMP's) and Storm Water Pollution Prevention Plan (SWPPP).
- Avoid impacts to Chadbourne Gulch and its riparian area to the maximum extent practicable and maintain access as a migratory stream for anadromous fish.
- After construction, remove all temporary impacts and restore to their pre-project contours.
- Maintain public access to Blues Beach to the maximum extent practicable.
- Mitigate for temporary and permanent impacts to Blues Beach due to coastal rock revetment construction. The current proposed mitigation is to restore coastal bluffs within the Westport-Union Landing State Beach by removing approximately 4.3 acres or 6,230 feet of decommissioned asphalt road. Work would also include a revegetation effort, and coastal trail improvements.
- Other measures may be incorporated throughout project construction as adaptive management strategies.