

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(4), Action Item

Prepared By: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING RESOLUTION**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-20-21?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-20-21.

BACKGROUND:

01-DN-101, PM 35.8/36.5 RESOLUTION E-20-21

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- United States Route 101 (US 101) in Del Norte County. Replace bridge on US 101 in Del Norte County. (PPNO 0100V)

This project is located on US Route 101 in Del Norte County and proposes to replace the existing Dr. Fine Bridge; which would improve the safety, connectivity, and reliability of the bridge for hikers, bikers, travelers, commuters, and freight carriers. The bridge would be replaced with a structure that meets current material, geometric, scour, and seismic design standards. The project is fully funded and currently programmed in the 2018 State Highway Operation Protection Program (SHOPP) for a total of \$84,989,000 which includes Construction (capital and support) and Right of Way (capital and support). Construction is estimated to begin in Fiscal Year 2021-2022. The scope, as described for the preferred

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

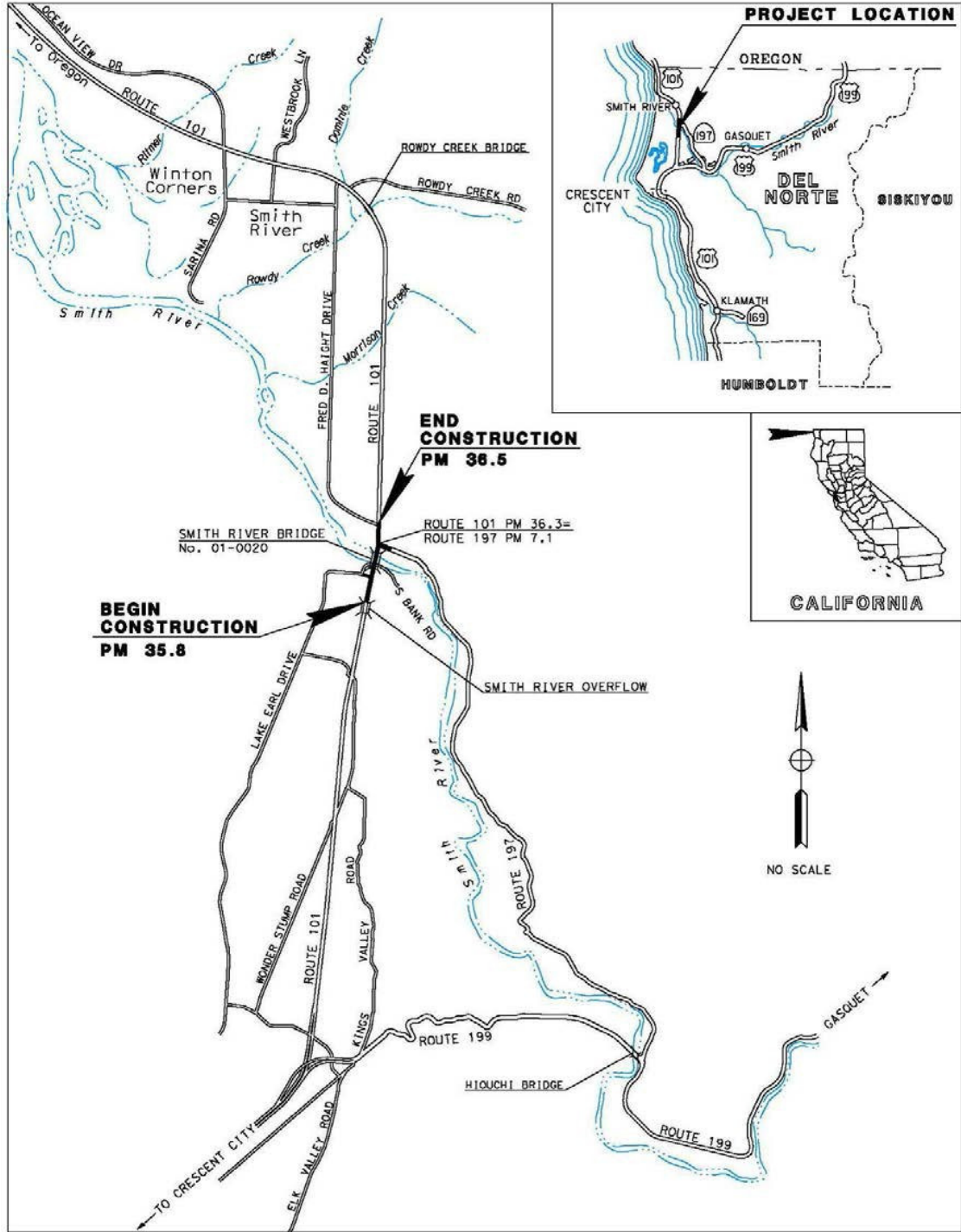
Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 01-DN-101, PM 35.8/36.5 Resolution E-20-21

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - United States Route 101 (US 101) in Del Norte County. Replace bridge on US 101 in Del Norte County. (PPNO 0100V)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 1.5 **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

Vicinity Map



Project Name: Dr. Fine Bridge Replacement
District/County/Route/Postmiles: 01/DN/101/35.8-36.5
EA: 01-43640
EFIS ID: 0100000193

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR DR. FINE BRIDGE REPLACEMENT PROJECT US 101 IN DEL NORTE COUNTY, PM 35.8/36.5

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the FEIR as resulting from the project. Effects found not to be significant have not been included.

Aesthetics

Adverse Environmental Effects:

The project has the potential for significant effects under CEQA to substantially damage scenic resources. Under all build alternatives, the most prominent visual impact is a result of vegetation removal, tree removal, and retaining wall installation. The Draft and Final EIR included measures to avoid and minimize impacts to less than significant levels.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:

The project has incorporated the following mitigation measures to reduce impacts to less than significant level:

Screen Nearby Residences and Traveling Public. For all build alternatives, plant trees and shrubs to screen residences from the highway and retaining walls, as well as the traveling public from the quarry.

Screen Views from Chapel. For Alternative 1 and 2, screen the Chapel from views of the highway and retaining walls by planting native trees and shrubs.

Biological Resources

Adverse Environmental Effects:

- Riparian Habitat and Wetlands (including coastal Environmentally Sensitive Habitat Areas (ESHAs));
- Animal Species-- Western pearlshell mussel;
- Threatened and Endangered species--Coho salmon.

The project proposes to fill .02 acre of 3-parameter wetlands and an additional .15 acre of coastal (<3-parameter) wetlands. The project would also have temporary and permanent impacts on riparian areas including coastal ESHAs.

The project would likely have an adverse effect to Coho Salmon.

The project would likely have an adverse effect on Western pearlshell mussels.

Findings

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts

The Department is developing a plan to mitigate for wetland, riparian, coastal ESHA impacts. Prior to or concurrent with its submittal to the California Coastal Commission (CCC) of a coastal development permit application for the project at issue, Caltrans will: provide a biological analysis showing that the acreages are adequate and/or habitat mixes would, in fact, fully mitigate the project's impacts submit and receive CCC approval of coastal development permits for the restoration activities.

The Department has approved the Dominie Creek Fish passage project as mitigation for Coho salmon.

The Department is developing a plan to minimize impacts on Western pearlshell mussels that include mussel salvage and relocation from the site *if* flows cannot be normalized, establishing mussel bed ESA, and normalizing summer flow to the extent

practicable by establishing pass-throughs in the gravel berm. The Mussel Mitigation plan would be reviewed and approved by CDFW and CCC prior to finalizing such plan and receiving permits from approving agencies.

The project has incorporated the mitigation measures mentioned above to reduce impacts to less than significant.

District
Director:
(or designee)

Matt Brady

Print name

Signature

Date