

**Mendocino Council of Governments
DRAFT NEGATIVE DECLARATION**

For review by interested agencies and the public in accordance with the California Environmental Quality Act, an analysis has been made of possible environmental impacts of the following project. Attached hereto is a copy of the Initial Study documenting reasons to support the above findings.

DATE: December 19, 2017

PROJECT TITLE: 2017 Mendocino County Regional Transportation Plan Update

LEAD AGENCY: Mendocino Council of Governments
367 North State Street, Suite 206
Ukiah, CA 95482

CONTACT PERSON: Phillip J. Dow, Executive Director, 707-463-1859
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PROJECT LOCATION: The Regional Transportation Plan would cover the entire County-wide area, including the incorporated cities of Ukiah, Fort Bragg, Willits and Point Arena.

PROJECT SPONSOR: Mendocino Council of Governments
367 North State Street, Suite 206
Ukiah, CA 95482

PROJECT DESCRIPTION: The Regional Transportation Plan (RTP) is a transportation planning document prepared by the Mendocino Council of Governments. The Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation. The RTP considers all modes of transportation including automobile, trucking, bicycle, pedestrian, air, public transit, rail, maritime and any related facilities needed for an effective transportation system. The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region.

SETTING: Mendocino County is located in Northern California, lying within the northern extension of California's coast mountain ranges, and is bordered by the Counties of Lake, Sonoma, Humboldt, Trinity, Tehama and Glenn and the Pacific Ocean to the west. These mountains are characterized by a series of southeast to northwest ridges that are separated occasionally by narrow valleys. The coastline is also rugged and rocky. Much of the land area is taken by forest lands, with the remainder used for agriculture, residential and other uses. Transportation routes tend to be located within valleys, and east-west travel is especially difficult, since parallel ridges must be traversed. The mountainous nature of the County tends to minimize ground transportation options throughout the region

OTHER NECESSARY APPROVALS: Projects listed in the RTP will be undertaken by individual agencies within the region (e.g. Caltrans, public works, transit agency, etc.) and may require approvals from responsible or trustee agencies (e.g. California Department of Fish and Wildlife, California Regional Water Quality Control Board, Army Corps of Engineers, California Coastal Commission, etc.). No other approvals are required for adoption of the RTP.

NATIVE AMERICAN CONSULTATION: California Native American tribes traditionally and culturally affiliated with the project area were notified at the earliest stages of the RTP's development, with offers for individual consultation between the Lead Agency and the tribes. No requests for consultation were received from tribal representatives notified of the Plan, pursuant to Public Resources Code Section 21080.3.1.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

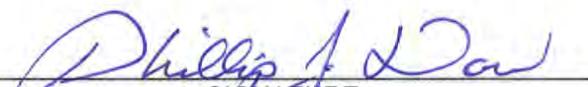
"Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

12/26/17
DATE


SIGNATURE

INITIAL STUDY/EVALUATION OF ENVIRONMENTAL IMPACTS:

An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off-site as well as on-site; cumulative as well as project-level; indirect as well as direct; and construction as well as operational impacts. References to information sources for potential impacts are cited where appropriate. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the checklist the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the Project, or clearly will not impact nor be impacted by the Project.

<u>I. AESTHETICS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through d) **No Impact-** The Regional Transportation Plan (RTP) is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to scenic resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Most of the projects included in the draft RTP are relatively minor roadway or bicycle/pedestrian improvement projects that would not adversely affect views once construction is completed. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of scenic as well as light and/or glare impacts at the time of design.

<u>II. AGRICULTURE AND FORESTRY RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through e) **Less Than Significant Impact/No Impact-** The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific impacts to agricultural or forestland resources, although individual projects included within the Plan may include potentially adverse effects. Projects involving grading, widening or expansion of streets, roads or highways may entail the acquisition of additional right-of-way, which could include marginal degrees of resource land conversion depending on the setting. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of any applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through e) **Less Than Significant Impact/No Impact-** Adoption of the RTP would not conflict with local air quality plans or create objectionable odors, nor are projects contained in the Plan, upon implementation, expected to have any substantial impacts on local air quality. The most recent State Area Designations (June 2017) indicate that Mendocino County is designated as a non-attainment area for suspended particulate matter (PM10) and unclassified for hydrogen sulfide. The Mendocino County Air Basin has been designated as an attainment area with respect to the remaining State and national ambient air quality standards, including those for ozone, fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, and visibility reducing particles. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. Short term impacts that may result from local construction activities will not have a significant effect on overall air quality in the region. In addition, components of the Plan (e.g. Transit Element, Active Transportation Element, etc.) include goals and policies intended to reduce dependency on automobile travel, as well as congestion and vehicle miles traveled and support increased utilization of zero emission vehicles.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact-** The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to biological resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to sensitive or special status species, riparian habitat, sensitive natural communities, wetlands, native resident, migratory species, or other biological resources, at the time of design. In these cases, potentially adverse effects will be analyzed and

appropriate mitigation measures will be recommended at the time of project development. Likewise, consistency with all local policies, including the Coastal Act, Local Coastal Plan, or approved local, regional or State habitat conservation plans will be addressed during the design phase of the proposed projects.

<u>V. CULTURAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through d) **Less Than Significant Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to historical, archaeological and paleontological resources, as well as potential impacts to unique geologic features or disturbance of human remains outside of formal cemeteries, at the time of design.

<u>VI. GEOLOGY AND SOILS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *through e)* **Less Than Significant Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific impacts to geology and soils, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. No major new roadway projects are currently proposed for programming. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts related to exposure to fault ruptures, ground shaking, slides, erosion or soils capability, at the time of design.

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

a) *and b)* **Less Than Significant Impact/No Impact** – Certain projects included within the RTP may involve roadway capacity increases, which could in turn lead to additional automobile traffic within the region. Implementation of these projects could therefore lead to local increases in the generation of greenhouse gases (GHGs). However, the majority of roadway improvements identified in the RTP are operational in nature, rather than capacity increasing, which would lead to a reduction in GHGs. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. In addition, many projects identified in this plan would facilitate a mode shift to active forms of transportation, also reducing GHGs. The Goals, Objectives, Policies section of the RTP includes policies intended to reduce GHGs by prioritizing transportation projects which lead to reduced greenhouse gas emissions. Goals and policies also support and encourage expanding opportunities for utilizing transit, active transportation, and the use of zero emission vehicles.

<u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through h) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the transport, use or disposal of hazardous materials, or other conditions which would expose people or structures to hazardous materials or situations, at the time of design.

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Have a potentially significant impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impact aquatic, wetland or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through m) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to water quality or hydrology, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. No major new roadway projects are currently proposed for programming. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, bicycle/pedestrian trails, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns, additional surface or polluted runoff, increases in pollutant discharges, potential inundation or aquatic, wetland or riparian habitat, at the time of design.

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

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through c) **No Impact** - Adoption of the RTP would not conflict with existing general, area or specific plans or zoning ordinances within the region. The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level consistency evaluation at the time of design. As project implementation will be led by the individual jurisdictions in which they are located (i.e. cities, county, State right-of-way), local land use regulations will apply. As a result, consistency with all local policies or approved local, regional or State plans will be addressed during the design phase of the proposed projects.

<u>XI. MINERAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) **No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to available mineral resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the availability of known mineral resources at the time of design.

<u>XII. NOISE.</u> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in exposures to excessive levels of noise, although individual projects included within the Plan may include potentially adverse effects. Short term impacts that may result from local construction activities will be held to noise standards of the local jurisdiction in which the project is located (i.e. cities or County). Longer term impacts such as traffic noise will need to be evaluated as part of the environmental review of the individual projects, with potential abatement measures recommended as needed.

<u>XIII. POPULATION AND HOUSING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through c) **Less Than Significant Impact/No Impact** – Adoption of the RTP will not result in population growth or housing displacement. Given the small populations (Countywide estimated to be 87,628 as of July 2017) and relatively slow growth rates (approximately 0.5% annually) of the region, improvements to or expansion of the existing transportation system will not have a substantial impact on housing or population. Local land use decisions regarding housing development may include the need for improved access over time to facilitate better or more efficient circulation, although the overall lack of development pressure in the area would not be affected by implementing projects found within the RTP. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to housing and population growth at the time of design.

<u>XIV. PUBLIC SERVICES.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medical Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact** – Adoption of the RTP would not affect the provision of government services or facilities. Implementing projects within the Plan would lead to improvements to or expansion of the existing transportation system, which would benefit many of the public services including those involving response times, access, connectivity and medical services. Short term impacts may lead to some minor congestion and alternative routing in certain cases, although not to a significant degree. Active transportation projects included within the RTP, upon implementation, will improve safety and access for pedestrians and bicyclists to schools, parks and other public spaces. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to public services at the time of design.

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

a) and b) **Less Than Significant Impact/No Impact** – The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not lead to adverse impacts on parks or other recreational activities within the region. While implementation of certain projects may improve transportation modes to and from local and regional recreation areas, the potential increase in use will not result in the substantial deterioration of such facilities. Projects in the plan that could increase access to parks are primarily improvements to or extensions of existing networks, rather than entirely new facilities. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to parks and recreational activities at the time of design.

<u>XVI. TRANSPORTATION/TRAFFIC.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate substantial additional vehicular movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Effect existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially impact existing transportation systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alter present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Increase traffic hazards to motor vehicles, bicyclists or pedestrians.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through f) **Less Than Significant Impact/No Impact** – Adoption of the RTP will lead to overall improvements to the transportation system with individual projects having a positive effect on different aspects of the system including highways, local streets and roads, bicycle and pedestrian facilities, public transit and others. Implementation of certain projects discussed in the Plan will involve increases in capacity, which could result in additional vehicular movement, although such increases are not expected to adversely affect either individual components of the transportation system, or the regional system as a whole. Many other projects found within the Plan are intended to improve safety for automobile, bicycle and pedestrian traffic upon implementation. An evaluation of specific impacts from yet-to-be-implemented projects will be required at the time of design.

<u>XVII. UTILITIES AND SERVICE SYSTEMS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through g) **No Impact** – The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in impacts to utilities and service systems, although individual projects included within the Plan may include potentially adverse effects. In general, implementation of projects included in the plan would not have a substantial effect on public services. Construction activities may have temporary water needs for dust control and grading activities, however these would be short term and not pose a significant impact. The vast majority of the transportation system in the region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently

conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns and/or drainage facilities, at the time of design.

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

a) through c) **Less than Significant Impact/No Impact** - The RTP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP will not result in cumulative impacts to biological or historical resources, although individual projects included within the Plan may include potentially adverse effects, either directly, indirectly or cumulatively. The vast majority of the transportation system in the Mendocino County region is pre-existing with many of the projects included in the RTP involving improvements or maintenance of the system. There are no major new facilities identified for implementation within the plan. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts and/or cumulative impacts involving biological, historical, archaeological or other resources, at the time of design.