Albion River Bridge Project

Community Impact Assessment

MENDOCINO COUNTY, CALIFORNIA
DISTRICT 1, STATE ROUTE 1
01-MEN-1-43.3/44.2
EA 01-40110 / EFIS 0100000154

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

March 2024

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STATE OF CALIFORNIA
Department of Transportation

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Summary

This Community Impact Assessment (CIA) evaluates the potential land use, community, social, economic, and environmental justice impacts that could result from the California Department of Transportation (Caltrans) Albion River Bridge project (project), which proposes to replace the existing Albion River Bridge (Caltrans Bridge #10-0136) on State Route (SR) 1 in Mendocino County. The project would provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs. The alternatives currently under consideration include three build alternatives with various design options and a No-Build Alternative.

Land Use

The project is located in Mendocino County along SR 1 approximately 15 miles south of the city of Fort Bragg and within the community of Albion. The project area is primarily rural, with the Pacific Ocean on the west and the community of Albion to the southeast. The project would not change the zoning in the study area. Overall land use patterns in the study area would remain the same, and the project would improve safety and traffic flow throughout the project area. The project would not result in a loss of prime farmland, unique farmland, farmland of state or local importance, lands covered by the Williamson Act, nor affect any timberlands. During construction, the project would temporarily prohibit access to Albion Flat Beach (Albion Beach) and portions of the Albion River for recreational use within the immediate project area, and boat passage under the bridge to the ocean would be intermittently prohibited. However, recreational opportunities would continue at the marina and along the river upstream of the construction limits during construction. The project would also temporarily close most of Albion Campground and relocate the campground manager from their residence in the campground.

Under the build alternatives, the project would require land acquisitions and temporary construction easements along the existing bridge alignment, at Albion Campground and Albion Beach for SR 1 widening, and the realignment required to accommodate the widened bridge. Alternative 2 (East Alignment) would permanently convert a portion of the campground to transportation use and require permanent relocation of the campground manager's residence as the existing residence would be within the new bridge alignment.

The No-Build Alternative would not change existing conditions; therefore, it would have no effect on existing land use. Under the No-Build Alternative, the bridge would continue to deteriorate, requiring extensive recurring maintenance and structural improvement projects. This alternative does not meet the purpose, need, and basic objectives of the project.

Growth

The build alternatives would not directly or indirectly increase development of residential land uses, encourage growth outside of existing growth boundaries, or alter existing access to residential and employment areas. The project would not cause new businesses to relocate to the area, stimulate additional development, encourage unplanned development in the project

vicinity, or shift or hasten planned growth. No direct or indirect adverse effects associated with growth would be anticipated with implementation of the project.

The No-Build Alternative would not change existing conditions; therefore, it would not have any effect on growth.

Community Character and Cohesion

Under the build alternatives, the project would provide long-term benefits for community cohesion by providing safe and reliable multimodal access across Albion River, further connecting the north and south areas of Albion, improving sight distances and safety for vehicles using the bridge, improving resilience to catastrophic events (e.g., earthquakes, sea level rise, tsunamis), and removing a bridge that has been leaching timber preservative treatments into the environment. The project would not affect community cohesion, divide an existing community, nor create barriers to access within the community.

For some residents, the project would change their perception of community character due to the local importance of the existing bridge. The bridge is iconic, and some community members feel the existing bridge defines them as a unique coastal community. Replacement of this historic bridge would change their sense of historic character.

During construction, neighboring residents and businesses would experience temporary construction-related disturbances, including traffic delays, construction noise, airborne dust, and localized air pollutants. Economic impacts and ripple effects of temporary campground and river outlet closures would be borne by the community of Albion. Reduced business activity at stores, restaurants, and inns is expected during the 3- or 5-year construction period since a drop in tourism and recreation has ripple effects in the local economy; however, it is anticipated that the purchase of goods and services during construction by contractors and their employees would partially offset this impact. There would be no permanent project effects on population and housing, economics, or community facilities and services.

The environmental justice analysis in this CIA examines whether minority and/or low-income populations would experience disproportionately high and adverse effects and whether the improvements would benefit low-income and minority communities equitably. No minority or low-income populations have been identified that would be adversely affected by the project. Therefore, the project would not have a disproportionately high and adverse effect on low-income and minority communities.

The equity analysis identifies underserved and disadvantaged communities in the study area, and considers historic impacts from transportation infrastructure development, existing environmental conditions and pollution burdens, health disparities that make communities more sensitive to pollution, and other socioeconomic factors that correlate with sensitivity to environmental impacts and traditionally underserved communities. The build alternatives would not substantially worsen conditions adversely affecting disadvantaged and underserved populations in the study area. Replacement of the existing treated-timber bridge would have long-term community benefits by removing a pollution burden in the community.

The No-Build Alternative would not change existing conditions; therefore, it would have no effect on community character and cohesion. However, the No-Build Alternative also would not improve community cohesion nor rectify safety and pollution concerns associated with the existing bridge. In the long term, the community may be severely impacted as the bridge deteriorates and the frequency of maintenance increases, which may result in losing access across the river and requiring the use of lengthy alternate routes.

Traffic and Transportation/Pedestrian and Bicycle Facilities

All build alternatives would slightly modify connections to local roads, including realignment of Albion River North Side Road to intersect Albion Little River Road east of SR 1 to improve intersection operation and sight distance, and reconstruction of the Albion Little River Road intersection with SR 1 to conform with the new SR 1 alignment and profile. Minor changes to local roads would not permanently modify existing traffic patterns, access, and operations, and would improve safety.

Under the build alternatives, a wider bridge would include a separated pedestrian walkway and two 6-foot-wide shoulders for cyclists to cross the bridge outside of the travel lanes. The project would provide multimodal connectivity between the north and south sides of Albion and on the Pacific Coast Bike Route and the planned California Coastal Trail which follow SR 1.

The surrounding community, as well as motorists traveling on SR 1, would experience temporary traffic delays during construction. The number of construction seasons, traffic control days, and nighttime closures varies by build alternative. Alternative 3 (On-Alignment) would have the longest construction duration and, therefore, the longest impact on access. A nighttime full bridge closure under all build alternatives would require a detour of approximately 126 miles along other state routes. Pedestrian and bicycle access would be maintained during construction, except during the nighttime full bridge closure.

The No-Build Alternative would not change existing conditions; therefore, it would have no effect on traffic, transportation, pedestrian, or bicycle facilities.

Public Involvement

Caltrans has held numerous community meetings to involve the local community in the public process. The first open house was held on May 7, 2009, to introduce the project. In April 2015, Caltrans issued a Notice of Preparation (NOP) to inform the public that an environmental impact report was being initiated as a requirement of the California Environmental Quality Act (CEQA). Five written comments were submitted during the public comment period in support of bridge rehabilitation rather than replacement of the existing bridge. The NOP also initiated the CEQA scoping process to gather information from project stakeholders. Since April 2015, Caltrans has periodically met with stakeholders.

The most recent meeting was a virtual public scoping meeting, held on May 5, 2022, during circulation of the Notice of Intent, to facilitate submission of comments on the scope and content of future technical studies to be conducted in support of an environmental impact statement as a

requirement of the National Environmental Policy Act (NEPA). Of the 18 comments voiced during the public meeting, 14 comments were in support of bridge rehabilitation over bridge replacement. Of the 17 written comments submitted during the public comment period for the Notice of Intent, 14 comments were in opposition to bridge replacement and three comments were in support of bridge replacement.

Since the project was first introduced, there has been a mixed response from Albion community members. While there have been some public comments in support of bridge replacement, there have been more written requests for preserving the existing bridge with rehabilitation. This may be partially attributed to a small group of individuals with a strong feeling for bridge preservation who consistently attend the public meetings and submit written comments.

Summary of Major Potential Impacts from Alternatives

Potential Impact	Alternative 1 (West Alignment)	Alternative 2 (East Alignment)	Alternative 3 (On-Alignment)	No-Build Alternative
Land Use: Consistency with the County of Mendocino General Plan	All build alternatives would be consistent or partially consistent with the County of Mendocino General Plan, as shown in Section 2.2.2. The overall land use patterns would remain the same; and the build alternatives would not change the rural, natural setting of the community.			Inconsistent or partially consistent with most applicable goals and policies in the County of Mendocino General Plan.
Land Use: Consistency with the Mendocino County Regional Transportation Plan/Active Transportation Plan (RTP/ATP)	All build alternatives would be consistent or partially consistent with the Mendocino County RTP/ATP, as shown in Section 2.2.2. There would be temporary impacts to transportation during construction; however, once completed, the build alternatives would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.			Inconsistent with Mendocino County RTP/ATP.
Coastal Zone: Consistency with the Coastal Act and the Coastal Element of the Mendocino County General Plan	All build alternatives would be consistent or partially consistent with the Coastal Act as shown in Table 2-3 (Section 2.3.2) and the Coastal Element of the County of Mendocino General Plan. There would be temporary impacts to public access to the beach and river access to the ocean during construction, however, implementation of the build alternatives would improve coastal access post-construction.			Inconsistent with the Coastal Act or the Coastal Element of the County of Mendocino General Plan.
Wild and Scenic Rivers	Under all build alternatives, access to the river for recreational use within the immediate project area would be temporarily prohibited at times during construction for the safety of workers and the public. Access upstream at the marina would still be available, and boat passage under the bridge to the ocean would be intermittently prohibited. The build alternatives would not permanently affect the free-flowing nature of the Albion River, alter the conditions for anadromous fish, nor affect the ability of the river to meet its recreational designation. With the pollutant burden of the current bridge removed, water quality is expected to improve and benefit recreation.			No impact.

Potential Impact	Alternative 1 (West Alignment)	Alternative 2 (East Alignment)	Alternative 3 (On-Alignment)	No-Build Alternative
Parks and Recreation	Under Alternative 1, recreational access in the immediate project area would be temporarily prohibited at times during construction for the safety of workers and the public. Access upstream at the marina would still be available, and boat passage under the bridge to the ocean would be intermittently prohibited during construction. No permanent change to recreational resources would occur.	Similar to Alternative 1, Alternative 2 would temporarily prohibit recreational access within the immediate project area during construction. Access upstream at the marina would still be available, and boat passage under the bridge to the ocean would be intermittently prohibited. Additionally, Alternative 2 would permanently convert some campground sites to a transportation use.	Alternative 3 impacts would be similar to Alternative 1.	No impact.
Farmland/Timberland	There is no prime farmland or timberland in the project area; therefore, there would be no conversion of prime farmland to nonagricultural use and no loss or conversion of forest land. There would be temporary impacts to parcels managed as grazing land west of SR 1 that may be used for equipment staging and access during construction. However, this temporary reduction in rangeland would not result in permanent loss or conversion of agricultural land.			No impact.
Growth	The build alternatives would result in no changes to roadway capacity and no changes to existing land uses, which would not stimulate planned or unplanned growth. Growth-related impacts are not anticipated with implementation of this type of project.			No impact.
Community Character and Cohesion	The build alternatives would not contribute to changes in the regional population or housing characteristics in the project area. The build alternatives would generate direct and indirect temporary economic activity including the purchase of goods and services during construction. The build alternatives would also cause temporary adverse economic impacts from campground and river outlet closures during construction; and they may also reduce regional visitors and tourism, causing ripple effects in the local economy. The magnitude of these impacts depends on the duration of construction and the increased business activity associated with construction. Alternative 3 would have the longest construction duration and, therefore, the most impact on the local economy. There would be no permanent changes that would alter regional economic conditions. Under the build alternatives, replacement of the existing Albion Bridge would improve community cohesion by providing a safe multimodal link over the river, connecting the north and south areas of Albion. For some residents who feel the bridge is a character-defining element for Albion, replacement of this historic bridge would impact the existing community character and its association with Albion's history. Caltrans would continue to work with community members to offset the sense of loss through the incorporation of community input into the historic bridge mitigation.			No impact.

Potential Impact	Alternative 1 (West Alignment)	Alternative 2 (East Alignment)	Alternative 3 (On-Alignment)	No-Build Alternative
Utilities/Emergency Services	The build alternatives would require verification and involvement with utility companies. Temporary traffic delays during construction of all build alternatives could result in temporary delays in emergency services. All emergency response agencies in the project area would be notified of the construction schedule and would have access to SR 1 throughout the construction period. In addition, emergency vehicles would be accommodated at all times (e.g., by staging ambulances on both sides of the closure).			No impact.
Relocations: Housing Displacements	Alternative 1 could require the temporary relocation of the campground manager's residence and likely require the temporary relocation of the campground manager from the residence for the duration of the project. Although permanent relocation of the campground manager residence is not expected, the decision regarding permanent relocation or acquisition would be made during the right-of-way phase in discussion with the campground owners. No other residential structures would be affected.	Alternative 2 would require the permanent relocation of the campground manager's residence as the existing structure would be within the new bridge alignment. The residence would be removed from its current location, either demolished or relocated, depending on discussion with the campground owners during the right-of-way phase. No other residential structures would be affected.	Alternative 3 impacts would be similar to Alternative 1.	No impact.
Relocations: Business Displacements	Alternative 1 would require temporary restriction of access to the Albion Campground during construction. There would be no permanent impacts, and the campground would resume functioning as a campground following construction. No other businesses would be temporarily or permanently displaced.	Alternative 2 would require temporary restriction of access to the Albion Campground during construction. It would also require the permanent conversion of some campsites to a transportation use. No other businesses would be temporarily or permanently displaced.	Alternative 3 impacts would be similar to Alternative1.	No impact.
Relocations: Utility Displacements	The build alternatives would require utility relocations, which could cause short-term interruptions of service to customers during construction. However, there would be no permanent change in utility services provided to customers.			No impact.

Potential Impact	Alternative 1 (West Alignment)	Alternative 2 (East Alignment)	Alternative 3 (On-Alignment)	No-Build Alternative
Environmental Justice	No minority or low-income populations have been identified that would be adversely affected by the project. The build alternatives would not have a disproportionately high and adverse impact on an environmental justice community nor create impacts that are predominantly borne by an environmental justice community.			No impact.
Equity	The build alternatives would not divide or isolate a disadvantaged community and would not increase long-term housing cost or availability, nor would it increase the long-term pollution burden on a disadvantaged community. Overall, the build alternatives would not burden a disadvantaged community, and they would improve long-term community connectivity and safety by removing the pollution burden of the existing bridge, improving pedestrian/multimodal access, and providing higher resilience to natural disasters.			No impact.
Traffic and Transportation/Pedestrian and Bicycle Facilities	The build alternatives would cause the surrounding community and travelers on SR 1 to experience temporary traffic delays during construction. Minor changes in local access would not permanently modify existing traffic patterns, access, and operations, and would improve safety. Under the build alternatives, a wider bridge would include a separated pedestrian walkway and two 6-foot-wide shoulders for cyclists to cross the bridge outside of the travel lane. The build alternatives would provide multimodal connectivity between the north and south sides of the bridge, the Pacific Coast Bike Route, and the planned California Coastal Trail.			No impact.
Cumulative Impacts	The build alternatives would not contribute to cumulative adverse effects on community character and coastal resources. They would not increase roadway capacity nor modify conditions that lead to changes in land use, housing, or demand for services. The build alternatives, in combination with other projects, would not contribute to cumulative changes for declining community resources.			No impact.

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Acronyms and Abbreviations

AB	Assembly Bill
ABS	Albion Bridge Stewards
ACAB	Albion Community Advisory Board
ACS	American Community Survey
ADA	Americans with Disabilities Act
Albion Beach	Albion Flat Beach
Albion Campground	Albion River Campground and Marina
AMMs	avoidance, minimization, and mitigation measures
APN	Assessor's Parcel Number
BLM	Bureau of Land Management
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CCNM	California Coastal National Monument
CCT	California Coastal Trail
CDP	census designated place
CDTFA	California Department of Tax and Fee Administration
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
COPC	contaminants of potential concern
CZMA	Coastal Zone Management Act of 1972
DHHS	Department of Health and Human Services
DOC	Department of Conservation
DP	Caltrans Complete Streets Director's Policy
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EO	Executive Order
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPD	Fire Protection District
FV	Fishing village
HAER	Historic American Engineering Record
M	million
MCOG	Mendocino Council of Governments
MOE	Margin of error
mph	miles per hour
MTA	Mendocino Transit Authority
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
OEHHA	Office of Environmental Health Hazards Assessment
PCBR	Pacific Coast Bike Route

PF	Public/semipublic facilities
PRC	Public Resources Code
project	Albion River Bridge Project
RAP	Relocation Assistance Program
ROW	right-of-way
RR	rural residential
RTP/ATP	Regional Transportation Plan/Active Transportation Plan
SER	Standard Environmental Reference
SR	State Route
TCE	Temporary Construction Easement
TMP	Transportation Management Plan
TPZ	Timber production zones
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UR	Upland Residential
USC	United States Code
USCG	U.S. Coast Guard
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USPS	U.S. Postal Service
VIA	Visual Impact Assessment
WSRA	Wild and Scenic Rivers Act

Chapter 1 Introduction

The California Department of Transportation (Caltrans) proposes to replace the existing Albion River Bridge (Caltrans Bridge #10-0136) on State Route (SR) 1 in Mendocino County. The Albion River Bridge (bridge) serves as a vital connecting link between the north and south side of the town of Albion. Additionally, the bridge is the sole crossing over the Albion River along SR 1 and is an important route for tourism and intraregional travel along the Mendocino coast.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), and the California Environmental Quality Act (CEQA). In addition, the FHWA responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for the project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code (USC) Section 327.

This Community Impact Assessment (CIA) was prepared for the Albion River Bridge project (project) in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a "blended" assessment to comply with CEQA, NEPA, and other substantive environmental laws applicable to the subjects addressed in this document.

1.1 What is a Community Impact Assessment?

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest and context-sensitive solutions can be incorporated into the design of the project. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project. This CIA considers the potential direct and indirect effects caused by construction and operation of the project.

This CIA addresses the following topics:

- Land Use
- Consistency with Plans
- Coastal Zone
- Wild and Scenic Rivers
- Parks and Recreation
- Farmlands/Timberlands
- Growth
- Community Character and Cohesion
- Population and Housing
- Economic Conditions
- Community Facilities and Services
- Relocations and Real Property Acquisition
- Environmental Justice
- Equity
- Access, Circulation, and Parking
- Public Transportation
- Pedestrian and Bicycle Facilities
- Cumulative Community Impacts
- Public Involvement

1.2 Regulatory Setting

This document has been prepared to comply with the following laws and regulations.

1.2.1 National Environmental Policy Act

NEPA requires all federal agencies to assess the environmental effects of a project and disclose such effects to the public. The President's Council on Environmental Quality was established to oversee NEPA for all federal agencies. In accordance with NEPA, this CIA has been prepared to document the effects of the project on the environment.

1.2.2 California Environmental Quality Act

CEQA requires California public agencies to identify the significant environmental impacts of their actions, and either avoid or mitigate such impacts, where feasible. In accordance with the CEQA guidelines, this CIA has been prepared to document the potential impacts of the project and identify measures to avoid, minimize, and mitigate identified impacts where feasible.

1.2.3 Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 prohibits discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability; religion is a protected category under the Fair Housing Act of 1968.

1.2.4 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order (EO) 12898 directs federal agencies to "promote nondiscrimination in federal programs substantially affecting human health and the environment and provide minority and low-income communities access to public information on, and an opportunity for public participation in, matters related to human health or the environment." The order directs agencies to use existing law to ensure the following when they act:

- They do not discriminate on the basis of race, color, or national origin
- They ensure public participation
- They identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations

1.2.5 Executive Order 14096: Revitalizing Our Nation's Commitment to Environmental Justice for All

EO 14096 builds on EO 12898 and directs federal agencies to work toward environmental justice for all and improve the lives of communities hit hardest by toxic pollution and climate change. The EO acknowledges a history of persistent environmental injustice through toxic pollution, underinvestment in infrastructure and critical services, and other disproportionate

environmental harms often due to a legacy of racial discrimination. The order directs agencies to do the following:

- Identify and address gaps in science, data, and research related to environmental justice, including advancing the analysis of cumulative impacts.
- Expand interagency coordination and launch a new Office of Environmental Justice within the Council on Environmental Quality.
- Increase accountability and transparency in federal environmental justice policy by making information on environmental and health concerns more publicly accessible to communities.
- Honor and build on the foundation of ongoing environmental justice work.

1.2.6 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as Amended in 1987

The Uniform Relocation Assistance and Real Property Acquisition Policies Act provides important protections and assistance for people affected by federally funded projects. The act was passed by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably, and will receive assistance in moving from the property they occupy. Direct property acquisition under a project would require implementation of this act to provide for relocation assistance services to affected homeowners, renters, and tenant businesses. In addition, this act requires that residential and commercial property owners be paid the fair market value of any property acquired as a result of the project.

1.2.7 Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services. The ADA, in part, stipulates the importance of engaging the disabled community in the development of access at sidewalks, ramps, and street crossings for roadway improvement projects.

1.2.8 Pedestrian and Bicycle Accommodations for Federal-Aid Highway Projects 23 CFR 652

The FHWA adopted policies and procedures relating to the provision of pedestrian and bicycle accommodations on federal-aid projects in 1984, codified in Title 23 Code of Federal Regulations (23 Code of Federal Regulations [CFR]) Section 652. The policy requires the consideration of safe accommodation for pedestrians and cyclists during the development of federal-aid highway projects.

1.2.9 Fixing America's Surface Transportation Act

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, as the new funding and programs authorization for surface transportation. On October 1, 2020, a continuing resolution was authorized to approve a 1-year extension of the FAST Act through fiscal year 2021. The FAST Act builds on the previous legislation for transportation programs and policies, the Moving Ahead for Progress in the 21st Century Act of 2012 and the Intermodal Surface Transportation Efficiency Act of 1991. The FAST Act requires that social and economic effects be determined, evaluated, and eliminated or minimized as part of the environmental documentation of projects receiving federal funding. Social and economic impacts include destruction or disruption of human-made and natural resources, aesthetic values, community cohesion, and the availability of public facilities and services; adverse employment effects and tax and property values losses; injurious displacement of people, businesses, and farms; and disruption of desirable community and regional growth.

1.3 Assessment Process and Methodology Used

The analysis of socioeconomic effects in this report involved gathering data from a variety of information sources, including various state and federal guidance documents, regional and local data publications, and websites. The SER, the *Caltrans Environmental Handbook, Volume 4–Community Impact Assessment* (Caltrans 2022a) is the primary guide for the structure and direction of this CIA. Additional guidance related to the approach of the study is provided by the January 2023 Annotated CIA template from the SER website. This report also relies on technical studies prepared for the project, which include the *Air Quality Report* (Caltrans 2023a)*, Noise Study Report* (Caltrans 2024a)*, Visual Impact Assessment* (VIA) (Earthview Science 2024), *Feasibility Report–Public Access to Navigable River* (Caltrans 2023b), *Relocation Impact Memorandum* (Caltrans 2023c; Appendix A), and *Wild and Scenic Rivers Report* (Stantec 2024).

The approach for the CIA includes an inventory of existing conditions and an evaluation of potential effects of each alternative. The CIA assesses the potential effects of the project alternatives on land uses and adjacent communities. The CIA evaluates land use patterns, development trends, and consistency of the alternatives with applicable adopted land use and transportation goals and policies. The CIA also evaluates demographic information, such as population, ethnicity, and housing; employment and economic conditions; fiscal conditions; community facilities and public services; environmental justice, and equity.

Sources of information for the land use characterization include the *County of Mendocino General Plan* (Mendocino County 2009), Mendocino Council of Governments (MCOG) *Mendocino County Regional Transportation Plan and Active Transportation Plan* (RTP/ATP) (MCOG 2022), *Mendocino County Regional Housing Needs Plan* (MCOG 2018), the *Farmland Mapping and Monitoring Program* (FMMP), flood control plans, assessor parcel maps, zoning, aerial photos, maps, and other local and regional planning and environmental impact documents.

Community characteristics include a description of community resources, population demographics, housing characteristics, and economic conditions of the immediate project area (i.e., the land use study area) and the larger surrounding study area (i.e., the community study area; further defined in Section 1.5, Study Area). Data sources include U.S. Census Bureau data and local and regional planning documents, including the RTP/ATP. Most of the U.S. Census Bureau data presented in this CIA is taken from the 2021 American Community Survey (ACS) data tables, when available, or the 2020 ACS data tables when 2021 data was unavailable or incomplete. In contrast to the decennial census, the ACS collects data annually from a small sample of the U.S. population to estimate detailed economic and social information for the country's population.

It should be noted that due to the small sample size for the census designated place (CDP) of Albion, many U.S. Census Bureau and ACS statistics are either not available for the Albion CDP or have a large margin of error (greater than 20 percent). The Albion CDP also does not include a portion of the project area north of the Albion River. For these reasons, socioeconomic data is presented for the census tract within which the project falls rather than the Albion CDP.

Many properties in Albion are owned by seasonal residents as vacation homes, and several statistics collected by the U.S. Census Bureau are only attributed to the location of primary residence (e.g., income, ethnicity, age, employment). Hence, the statistics for the Albion CDP and census tract do not include the socioeconomic composition of the part-time residents who make up a sizable portion of the property owners in the area. Tables presented in this CIA acknowledge where data may be less reliable due to margin of error and these other factors.

Other sources of information incorporated into the report include state and federal mapping tools used to identify environmental justice and disadvantaged communities. The U.S. Environmental Protection Agency's Environmental Justice Screening Tool and the California Department of Environmental Health Hazard Assessment's CalEnviroScreen Tool are used to characterize demographics, pollution burdens, and health disparities. See Section 4.5 Environmental Justice and Section 4.6, Equity.

Public outreach has been used to characterize the neighboring community of Albion, gather data on how the construction period would impact the community, and solicit input on the proposed alternatives. Efforts to provide opportunities for public involvement have included several meetings, online project information, and mailings. Several outreach events were held; refer to Chapter 7 Public Involvement.

1.4 Proposed Project

Caltrans proposes to replace the existing bridge (Caltrans Bridge #10-0136) on SR 1 in Mendocino County, approximately 15 miles south of Fort Bragg, from post mile (PM) 43.3 to 44.2 (Figure 1-1) (all figures are at the end of this report). The project is included in the 2023 State Highway Operation and Protection Program and is funded from the Bridge Rehabilitation and Replacement Program (Code 201.110). It is estimated to cost between $66 million and $93 million, is programmed to start construction in 2027, and is expected to last between three and five years, depending on the selected alternative.

The bridge is functionally obsolete and structurally deficient and does not provide safe accommodation for bicycles, pedestrians, disabled vehicles, or accidents. The project considered three build alternatives with various design options for replacing the existing deficient bridge and a No-Build (No-Action) Alternative. The project is briefly described in the next sections.

1.4.1 Existing Conditions

The project is located in Mendocino County along SR 1 approximately 3.0 miles north of the SR 128 junction and approximately 15 miles south of Fort Bragg. The total length of the project is approximately 1.0 mile from PM 43.3 to 44.2. The project is in the United States Geological Survey 7.5-minute *Albion* quadrangle, Township 17 North, Range 1 West, Humboldt Base and Meridian.

The existing bridge was constructed in 1944 during World War II and is 969 feet long and 28.5 feet wide. It serves as a vital connecting link between the north and south side of the town of Albion. Figure 1-1 shows the project location and vicinity. In an effort to conserve concrete and steel materials for the war effort, the original proposed concrete arch structure design was abandoned, and the bridge was redesigned using predominantly timber. The bridge was listed on the National Register of Historic Places and the California Register of Historical Resources in 2017. The bridge is composed of timber stringer spans with a timber two-ply deck and an asphalt concrete riding surface supported by a timber A-frame deck truss and timber towers. The tower footings are reinforced with salvaged railroad ties. The main span is a riveted steel deck truss, salvaged from an old bridge that had been located on the South Fork of the Feather River, supported by reinforced concrete tower bents over the Albion River. The bridge sits approximately 155 feet above the Albion River, spanning a relatively narrow canyon with steep slopes reaching approximately 140 to 150 feet above the valley floor. The Albion River outlets to the Pacific Ocean approximately 170 feet downstream of the bridge and is tidally influenced. Beneath the bridge is the privately held Albion River Campground and Marina (Albion Campground) and Albion Flat Beach (Albion Beach).

The existing curvilinear alignment of the bridge structure follows the coastline, and the curve north of the bridge structure has an approximate 293-foot radius. There is a radar feedback sign with a posted 30-mile per hour (mph) advisory speed approximately 350 feet north of the north end of the bridge for northbound traffic and a second radar feedback sign, with a posted 35-mph advisory speed, approximately 150 feet south of the south end of the bridge for southbound traffic.

1.4.2 Purpose and Need

1.4.2.1 Purpose

The purpose of this project is to provide a bridge across the Albion River that meets modern seismic safety standards, provides safe and reliable multimodal access, and minimizes ongoing maintenance costs. The project objectives are as follows:

- Eliminate structural and seismic deficiencies of the bridge

- Eliminate fracture critical condition of the truss main span
- Provide shoulder widths consistent with local coastal plan requirements
- Provide improved road alignment and sight distance
- Provide safe multimodal access for cyclists and pedestrians across the bridge
- Minimize ongoing maintenance costs
- Minimize traffic delays associated with bridge inspection, maintenance, and repairs
- Improve resilience to sea level rise, storm surges, and tsunamis
- Prevent further preservative treatment leaching from existing bridge timbers
- Minimize construction-related impacts to the community and environment

1.4.2.2 Need

According to the Bridge Inspection Reports for the Albion River Bridge (Caltrans 2020, 2021a), the bridge is in a poor and deteriorating condition, has a low load rating, and is not an appropriate design for the harsh marine environment in which it is located. Deficiencies exist in the timber deck and timber elements, including rotting and decay in the timber decks, and checking (cracks) and deterioration of the preservative treatment on the timber trestle elements. The marine environment has caused significant corrosion on the connection bolts that hold the timber members in place. The substructure and superstructure condition are rated poor (on a classification scale of good, fair, and poor as defined by the FHWA). Further, the bridge has a sufficiency rating, a measure of the bridge's overall structural health, of 31.3 (poor) out of a possible 100 (very good) using FHWA criteria.

The project is needed to address the following functional, safety and structural deficiencies:

- The bridge does not meet modern seismic standards, indicating a higher probability of bridge damage and bridge closure from a seismic event.

- The bridge is fracture critical due to no redundancy of the riveted steel deck truss main span; if key structural connections or components are compromised, then the bridge could fail during a seismic event or under heavy cyclical loads.

- The bridge is functionally obsolete and does not meet minimum design standards due to the narrow deck geometry, including 1-foot-wide shoulders.

- SR 1 across the Albion River is a portion of the legislatively designated Pacific Coast Bike Route (PCBR) and the planned California Coastal Trail (CCT). The bridge lacks continuous safe and separate access for bicyclists and pedestrians, including PCBR and CCT users.

- The bridge has an external wooden barrier rail that is not capable of resisting current vehicle impact loading requirements.

- The bridge was designed to carry lighter trucks (e.g., 15-ton trucks). Heavy loads can add strain and advance the structural weakening of the bridge, and the load rating of the bridge reduces over time as a result of continued deterioration.

- The bridge is the sole crossing over the Albion River along SR 1 and is an important route for tourism and intraregional travel along the Mendocino coast. If a full bridge closure is necessary for inspection, maintenance, repairs, or safety reasons, traffic would be detoured inland for approximately 126 miles before connecting back to SR 1.

- The bridge is susceptible to tsunami damage, including debris loading or possible collapse, due to the many closely spaced bridge supports within the tsunami inundation zone.

- The bridge requires ongoing preventive maintenance. Caltrans maintains a continuous program to paint the steel deck truss approximately every 5 years and replace timber fasteners, bolted connections, and hardware throughout the entire timber substructure approximately every 2 years.

- The bridge has preservative-treated timbers in a state of ongoing deterioration which presents a contaminant leaching risk to the environment.

1.4.3 Project Description

Build alternatives have been developed to meet the purpose and need of the project, with consideration given to use of the similar or same alignment as the existing bridge, avoidance or minimization of impacts to the human and natural environment, and construction and maintenance cost. The alternatives currently under consideration include three build alternatives with various design options and a No-Build (No-Action) Alternative. A preferred alternative would be identified following agency, public, and stakeholder input during the environmental review process.

1.4.3.1 Build Alternatives

The build alternatives consist of options that would improve safety features (e.g., vehicle barriers and roadway alignment), provide a separated pedestrian walkway on the west side of the new structure, and widened shoulder widths for multimodal use. Under the build alternatives, a new bridge would be constructed on an improved alignment either to the west of the existing bridge (Alternative 1: West Alignment), to the east of the existing bridge (Alternative 2: East Alignment), or generally within but slightly west of the existing bridge alignment (Alternative 3: On-Alignment) (Figure 1-2) as follows.

Alternative 1: West Alignment:

- Design Option 1A: Four Span Segmental Box Girder Bridge (Non-Arch Design)
- Design Option 1B: Spandrel Arch with Box Girder Approaches (Arch Design)

Alternative 2: East Alignment:

- Design Option 2A: Three Span Segmental Box Girder Bridge (Non-Arch Design)
- Design Option 2B: Spandrel Arch with Box Girder Approaches (Arch Design)

Alternative 3: On-alignment (Half-width):

- Design Option 3A: Four Span Box Girder Bridge (Non-Arch Design)

A replacement bridge would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing. Construction elements would include tree and vegetation removal, work zone establishment, cut and fill, temporary and permanent shoring (e.g., cofferdams and retaining walls), use of temporary trestles, construction of a new bridge, removal of the existing bridge, construction of roadway approaches connecting SR 1 to the new structure, re-establishment of roadside drainage and cross-culverts, utility relocation, and improvements to SR 1 and local connector roads and intersections within the project area. The new bridge pier foundations would be constructed using cast-in-drilled-hole piles, cast-in-steel shell piles, or steel micropiles. During construction, soil nail walls, steel sheet piles, and/or anchored soldier pile walls would be used to shore excavations at the south and north embankments; and cofferdams would be used to shore excavations at piers in or near the water.

Alternative 1 (West Alignment)

Alternative 1 (West Alignment) would include either a 4-span box girder (non-arch design) replacement bridge (Design Option 1A) or a 12-span box girder replacement bridge with an open-spandrel arch (arch design) (Design Option 1B) to the west of the existing bridge (Figures 1-3 and 1-4). The bridge construction and bridge removal activities would be performed in three stages: construct the new bridge substructure, construct the new bridge superstructure and roadway improvements, and remove the existing bridge. The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of approximately 1,020 feet for Design Option 1A and approximately 1,069 feet for Design Option 1B. The widened roadway approaches to the south and north abutments would involve construction of a retaining wall with a concrete barrier slab to support the northwest side of the north abutment; the retaining wall would be partially buried. Removal of the existing bridge and removal of a portion of the existing roadway approaches would occur once the new bridge is constructed and traffic is diverted. A west alignment bridge would take approximately three years to construct.

Alternative 2 (East Alignment)

Alternative 2 (East Alignment) would include either a 3-span box girder (non-arch design) replacement bridge with two piers (Design Option 2A) or an 11-span box girder replacement bridge with a spandrel arch (arch design) (Design Option 2B) to the east of the existing bridge (Figure 1-5 and 1-6). The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of approximately 1,020 feet for Design Option 2A and approximately 1,143 feet for Design Option Design Option 2B. Removal of the existing bridge and removal of a portion of the existing roadway approaches would occur once the new bridge is constructed and traffic is diverted. With Design Option 2B, the overlap in alignment between the new bridge and the existing bridge on the north end requires use of reversing one-way traffic control with advanced warning signs for approximately 100 days. An east alignment bridge would take approximately three years to construct.

Alternative 3 (On-Alignment)

Alternative 3 (On-Alignment) would include a 4-span box girder (non-arch design) replacement bridge (Design Option 3A) generally on the same alignment as (and slightly west of) the existing bridge (Figure 1-7). The bridge superstructure would involve concrete spans from the north abutment to the south abutment, for a total bridge length of 943 feet. Since the replacement bridge would be constructed generally on the same alignment as the existing bridge, the bridge would be built one-half at a time, hence "half-width" construction. The bridge construction and bridge removal activities would be performed in three stages: construct western half of the substructure and superstructure (southbound lane), divert one-way traffic onto the southbound lane of the new bridge and remove the existing bridge, and construct eastern half of the substructure and superstructure (northbound lane). An on-alignment bridge would take approximately five years to construct.

No-Build Alternative (No-Action)

The project would not occur under the No-Build (No-Action) Alternative, and the existing bridge would remain in its current configuration. The existing bridge would continue to deteriorate, becoming increasingly susceptible to significant damage and/or failure due to the marine environment, a seismic event, heavy cyclical loads, and/or a tsunami. Under the No-Build Alternative, the bridge would require extensive recurring maintenance and structural improvement projects. Decay and corrosion are anticipated to continue at an increased rate over time. It is expected that eventual replacement of the bridge would be necessary; however, eventual replacement is not included or evaluated as part of the No-Build Alternative. The No-Build Alternative does not meet the purpose, need, nor basic objectives of the project.

1.4.3.2 Project Design Features

Roadway Features and Retaining Walls

The build alternatives would widen the roadway shoulders on SR 1 to 4 feet wide within the project limits and would transition to 6 feet wide on the bridge approaches and the bridge. Construction of the southbound and northbound roadway approaches to meet the horizontal and vertical alignment of the new bridge structure would involve installation of retaining walls at the bridge abutments. Retaining walls facilitate access to the work areas and minimize the project footprint. The retaining wall heights are based on preliminary design and would vary for each build alternative. The build alternatives would also increase the radius of the horizontal curve immediately north of the existing bridge to improve sight distance and safety.

The build alternatives would improve local connector roads and intersections within the project area, including the following:

- Lengthen the existing two-way left turn lane on SR 1 near Albion Ridge Road from approximately 360 feet to 435 feet to allow for deceleration of turning vehicles outside of the through lane

- Realign Albion River North Side Road to intersect Albion Little River Road east of SR 1 to improve intersection operation and sight distance
- Reconstruct the Albion Little River Road intersection with SR 1 to conform with the new SR 1 alignment and profile

Additional space beyond the state right-of-way (ROW) boundary would be needed for construction of the roadway improvements and would be acquired as a temporary construction easement (TCE) or permanent ROW acquisition.

Non-Motorized and Pedestrian Facilities

The build alternatives would include non-motorized and pedestrian facilities in accordance with the Caltrans Complete Streets–Director's Policy (DP) 37, and consistent with the public access and public recreation policies of Chapter 3 of the California Coastal Act and the Coastal Element of the Mendocino County General Plan. DP 37 establishes a policy within the state highway system that recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. This policy document defines the term “complete streets” as “a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are traveling as pedestrians, bicyclists, public transportation riders, or drivers.” The intent is to ensure travelers of all ages and abilities can move safely and efficiently along a network of complete streets.

The proposed widening of the shoulders on the roadway and on the bridge, as described in the Roadway Features and Retaining Walls section above, would accommodate multimodal users (e.g., walkers, hikers, cyclists) and disabled vehicles (i.e., motorists experiencing breakdowns in need of roadside assistance). The proposed separated pedestrian walkway on the west side of the new structure would accommodate pedestrians and would allow for a connection to the CCT.

Permanent Right-of-Way Acquisitions and Easements

All build alternatives would require ROW acquisitions and utility easements from private parcels. The State ROW below the existing bridge is 50 feet on either side of the existing bridge centerline, for a total of 100 feet in width. All build alternatives are anticipated to require permanent easements and ROW acquisition of partial parcels of privately owned land that would be permanently incorporated into the project improvements.

Temporary Construction Easements

All build alternatives would require TCEs within private parcels. TCEs are areas outside the existing State ROW that would be needed during construction of improvements. TCEs provide space for equipment access roads and ramps, construction equipment and materials staging areas within the Albion Campground and on private property, and work zones to construct elements of the project.

Any land used as a TCE during construction would be returned to the same or better condition per the terms of the TCE, including site restoration, prior to the return of that land to the original owner after completion of the construction activities. For TCE areas where there are underground facilities (i.e., Albion Campground), placement of import borrow or base rock may be used to protect in place underground facilities (e.g., water, sewer, and electrical lines) as necessary.

Utilities

Existing overhead telecom lines run parallel to the existing bridge, approximately 20 feet from the eastern railing of the bridge. Poles for these utility lines are located on the hillsides near each of the existing bridge abutments. These utility lines would be temporarily relocated during construction, as needed, and would be permanently relocated to conduits on the new bridge superstructure. Buried ducts from the nearest utility pole would be installed to safely carry the utilities to the opening in the new bridge abutments and superstructure. If necessary to facilitate construction activities, aboveground and underground utilities, including the utility poles/lines along Albion River South Side Road and Albion River North Side Road, may need to be temporarily or permanently relocated in order to allow for equipment access to the project.

Final approval of utility relocations would depend upon agreements between Caltrans and utility providers. There would be no change in the services provided to customers following project construction; however, there could be short-term minor disruptions during construction. All utility work would be handled by the utility companies involved.

Permanent Stormwater Treatment and Drainage Improvements

Drainage improvements and post-construction stormwater treatment controls would include design Best Management Practices (BMPs) such as erosion control fabric or netting and hydroseeding to stabilize newly graded slopes and climate-appropriate landscaping, installation of biofiltration systems to prevent direct discharge of runoff to receiving waters, and replacement of culverts within the work limits.

Standard Measures and Best Management Practices

The project contains a number of standardized project measures and BMPs which are employed on most, if not all, Caltrans projects, and were not developed in response to any specific environmental impact resulting from the project. These standardized project measures and BMPs would be implemented as applicable and where feasible. These standardized project measures and BMPs are provided in Appendix B and are addressed in more detail in the environmental consequences sections found in Chapters 2 through 4.

Access to Navigable Rivers

Pursuant to California Streets and Highways Code Section 84.5, the project has given full consideration of, and a report on, the feasibility of providing additional means of public access to the Albion River for public recreational purposes. The *Feasibility Report–Public Access to Navigable River* (Caltrans 2023b) determined that providing new public access beyond the

current existing access to the Albion River was not practical within the existing or proposed State ROW due to impacts to adjacent private property, sensitive habitats, and lack of practical design options that would comply with ADA access requirements.

1.4.3.3 Project Construction

Construction Access and Staging

All build alternatives would require several construction access roads and staging areas. Access roads would be constructed to the north abutment by constructing a temporary roadway and/or trestle off Albion River North Side Road, to the east side of the south abutment by constructing a temporary roadway and/or trestle off Albion River South Side Road, to the west side of the south abutment from one of the potential staging areas south of the Albion River and west of SR 1, and to the Albion Campground from SR 1 along or adjacent to Albion River North Side Road. Equipment and materials would likely be located on staging areas in the Albion Campground, and north and south of the Albion River. Access roads and staging areas would require tree and vegetation removal, grading, and temporary surfacing (e.g., base rock or asphalt). Access roads and ramps to the north and south abutments would be restored following completion of the construction work. Improvements to Albion River North Side Road would remain, and the road would be relinquished to Mendocino County.

For access across the Albion River, temporary equipment, falsework, and/or bridge removal trestles would be necessary for equipment, materials, and/or construction worker access to the existing bridge and the new bridge. Leveling outside of the Albion River channel in upland areas would occur to prepare the area for temporary trestle installation, and temporary trestles in and adjacent to the Albion River would be installed during the in-water work window of June 15 to October 15. The temporary trestles would be designed and installed to withstand seasonal high flows and storm surges to facilitate year-round use for the life of the project.

Construction Equipment

Typical equipment that would be used for construction and removal activities include excavators, backhoes, dozers, loaders, compactors, pavers, cranes, hoe rams, pile drivers, vibratory hammers, hard rock tools (e.g., core barrels and cluster hammers), portable generators, boom trucks, hauling and dump trucks, concrete trucks, manlifts, saws, pumps, jackhammers, site trailers, storage boxes, and mobile filtration boxes (e.g., baker tank). All equipment would potentially use attachments to complete the work (e.g., excavator with a hydraulic telescoping boom and chipping attachment for clearing vegetation).

Construction work during early morning hours and at night is anticipated. As such, temporary lighting would be necessary during construction and would be provided by temporary shielded mobile light towers.

Traffic Control and Detours

Each component of the construction work would be staged to minimize disruption to traffic. Traffic control using temporary traffic control devices (e.g., traffic cones, barricades, portable

signal systems, etc.) and flagging would be performed. Lane closures would be used during pavement striping operations on the bridge deck and roadway. Design Options 2B and 3A would additionally require reversing one-way traffic control with advanced warning signs during stages of the work.

It is anticipated that the project would involve intermittent and nighttime bridge closures:

- Intermittent short duration closures (anticipated up to 25 minutes) would occur during temporary signal system installation, temporary rail placement, and when moving materials and equipment across the existing and/or new bridge. During intermittent closures, traffic would be queued along the roadway approaches. Following closure, it would take time to clear the queues.

- There would be a 10-hour nighttime closure from 8 p.m. to approximately 6 a.m. immediately preceding the traffic switch from the existing bridge to the new bridge.

During the 10-hour bridge closure, traffic would be detoured approximately 126 miles along other state routes. Message boards and/or other messaging systems would be used to inform the public of full bridge closures two weeks in advance (Figure 1-8).

Access to businesses along SR 1, side roads, and residences would be maintained. Emergency vehicles would also be accommodated at all times (e.g., by staging ambulances on both sides of the closure).

For bicyclists using the PCBR along SR 1 or pedestrians using the bridge as a crossing, users would be accommodated through the project either by joining the vehicle queue or through the lane closure, except during the full bridge closure.

Albion Beach and Albion Campground Access During Construction

It is anticipated that general public access to the Albion Beach would be restricted during construction for the safety of construction workers and the public, and access to the Albion Campground would be limited to the campground office, parking lot, restrooms, picnic area, dock, and marina.

The Albion Campground and Albion Beach are currently accessed either by vehicle from Albion River North Side Road or by watercraft through a relatively narrow outlet from the Pacific Ocean to the Albion River (outlet). Existing vehicle and pedestrian pathways within the Albion Campground provide access to the campsites, adjoining Albion Beach, and the dock and marina. The Albion Campground is a gated site, and the Albion Campground and Albion Beach are privately owned. There is no deeded public access through the Albion Campground, and access requires payment. For visitors, the Albion Campground facilities include full and partial recreational vehicle hookups, on-site recreational vehicle rentals, boat launch for vessels and dock berths, convenience store, restrooms, showers, and kayak and canoe rentals.

Pending ROW negotiations with the Albion Campground, use of the above-mentioned vehicle and pedestrian paths would be limited during bridge construction and bridge removal for the

safety of construction workers and the public. The Albion Campground would be encumbered by construction equipment and materials staging, and no visitor access would be permitted to the campsites during construction of the project. Additionally, given the safety concerns with pedestrians walking underneath and around an active construction zone, no visitor access to Albion Beach would be permitted during the construction of the project. Other Albion Campground facilities would remain open to visitors using the existing vehicle access from Albion River North Side Road or by watercraft through the existing outlet. The outlet would remain open, except when closures are necessary to facilitate bridge construction or bridge removal. Outlet closures are currently anticipated to range from approximately 90 days for Design Options 1A and 2A, 110 days for Design Options 1B and 2B, and up to 130 days for Alternative 3.

Albion Campground Manager's Residence and Employee Housing

The Albion Campground includes a manager's residence, which is a manufactured home that is located west of the Albion Campground facilities, and two campground spaces that can be used for year-round employee housing. During construction, the project would temporarily relocate occupants of the manager's residence, occupants of employee housing, and the manufactured home. For Alternative 2 (East Alignment), permanent acquisition of the manager's residence and a portion of underlying property would be necessary as it is within the new bridge alignment. In this case, the manager's residence would require permanent acquisition or relocation, and the property owner would be eligible for relocation assistance, in accordance with both the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Caltrans' Relocation Assistance Program. Discussion with the campground owners would occur during the ROW phase to determine the outcome (i.e., relocation or demolition and replacement) of the manufactured home.

Existing Bridge Removal and Disposal

The build alternatives would remove the existing bridge after the replacement bridge is constructed. Prior to removal of the existing bridge, a bridge removal plan would be prepared.

The existing bridge is partially composed of Douglas Fir timbers, which were treated with a wood preservative containing both arsenic oxide and chromic acid. The existing wooden bridge rails and steel truss were coated with lead-based paint. A preliminary site investigation performed in December 2014 determined that the chemical preservative treatment is leaching and shallow soil immediately adjacent to the bridge foundations have been impacted by contaminants of potential concern (COPCs) consisting of arsenic, chromium, hexavalent chromium, and lead. Though the site investigation determined that no excess human health risk is posed by the COPCs, it did determine that the COPCs present a potential risk to the adjacent Albion River sediment and porewater. Contaminated soil encountered during the course of construction activities would be properly managed in accordance with local, state, and federal requirements. All removal work would be carried out in a manner to limit exposure of workers and the environment to COPCs.

Treated timbers would be disposed of as treated wood waste.

Decommissioning and Demobilization

At the end of project construction, decommissioning and demobilization would commence, which would involve removing materials, debris, and any temporary surfacing from staging and work areas. Miscellaneous pavement work would occur, where necessary. Where needed, ground preparation (i.e., ripping/disking) and final stabilization would occur on all disturbed soil areas not already covered with a surface treatment. Exposed soil would be reseeded using an approved native seed mix, and replanting would occur per an approved landscaping restoration plan.

1.5 Study Area

The environmental study limits (referred to as the "project area") is defined as the project limits, including all project components, staging areas, temporary construction access routes, and other project features described in Section 1.4.3, Project Description.

This CIA distinguishes between the following study areas (Figure 1-9):

- Land use study area
- Community study area

The **land use study area** describes existing land use and community facilities and is defined as the physical areas directly surrounding SR 1 in the project area that have the potential to be subject to direct effects associated with implementation of the project. The land use study area includes the environmental study limits plus a 0.5-mile buffer and includes the population most likely to experience direct effects (e.g., noise, air quality, and visual effects) associated with the project's direct physical improvements.

The **community study area** characterizes the socioeconomic environment and is defined as the census tracts or census block groups located immediately adjacent to the environmental study limits. Census tracts in the vicinity of the project are very large because the setting is primarily rural with a low population density. The community study area includes two census block groups, making up one census tract: Census Tract 110.01.

Demographic characteristics for the community study area, Mendocino County, and the state of California, including population demographics and economic data, were obtained from the U.S. Census Bureau ACS. The ACS is an ongoing survey of the U.S. population conducted by the U.S. Census Bureau. Unlike the decennial census, which collects a limited amount of information for the entire population, the ACS collects more detailed information from a sub-sample of the population. The ACS provides demographic, housing, social, and economic data in one- and five-year period estimates annually. This CIA uses the five-year period estimates for increased statistical reliability for small geographic areas and small population groups.

Census Tract 110.01 is large (77.8 square miles) and covers an area 8 miles east and 12 miles south of the project limits. Due to its large size, information for Census Tract 110.01 may not always represent the local community most likely to experience direct effects associated with the project's direct physical improvements. For this reason, the Albion CDP was evaluated for

use as the community study area. A CDP, as defined by the U.S. Census Bureau, represents an unincorporated community that does not have a legally defined boundary or an active, functioning governmental structure. It is the statistical equivalent to an incorporated place, such as a city, town, or village. The U.S. Census Bureau ACS provides limited statistics for the Albion CDP. Use of the Albion CDP as the community study area was eliminated from consideration for the following reasons:

- **Boundaries**: The boundaries of the Albion CDP do not include the northernmost portion of the environmental study limits. The Albion CDP excludes the area north of Albion Little River Road and west of SR 1.

- **Census Data Margin of Error**: The U.S. Census Bureau provides the margin of error (MOE) for reported statistics, which allows the user to determine the sampling error and relative reliability of the data. Sample size becomes a critical issue when interpreting data, and a large MOE can signal that the sample size of the estimate is too small. The U.S. Census Bureau recommends that one method to address large MOEs is to use a larger geographic area (e.g., use census tract estimates instead of CDP or block group estimates.) The MOE associated with the Albion CDP data is often larger than the data point itself. For example, the number of individuals below the poverty level within the Albion CDP is estimated at 39 persons with an MOE of plus or minus 45 persons (U.S. Census Bureau 2021). This large MOE indicates use of a larger geographic area is needed for increased statistical reliability.

Mendocino County data is used as the reference population for comparison to the community study area and includes the likely users of SR 1 in the project area. Data for Mendocino County is used to determine regional population characteristics, discuss planned growth in the region, and define the community demographics of the larger geographic catchment.

Chapter 2 Land Use

This chapter discusses the affected environment, environmental consequences, and AMMs for land use, consistency with planning documents, coastal zone, wild and scenic rivers, parks and recreation, and farmland/timberland uses in the land use study area. The community resources located within the land use study area are shown in Figure 2-1.

2.1 Existing and Future Land Use

The project is in Mendocino County, along SR 1, approximately 15 miles south of the city of Fort Bragg and within the community of Albion. SR 1 is a major north–south highway that runs along the Pacific coastline from U.S. Highway 101 near Leggett in the north to Interstate 5 near Dana Point in the south. It is the primary transportation route along the Mendocino County coast, accommodating local and interregional trips. Most of the land within Mendocino County is unincorporated (more than 99 percent). Mendocino County is largely rural, and the primary land uses are agriculture and forestland. The mountainous nature of the county tends to minimize ground transportation options throughout the region. Existing and future land uses for Mendocino County and land use study area are described in the Mendocino County General Plan (County of Mendocino 2009), the Coastal Element of the Mendocino County General Plan (County of Mendocino 2021a), and the MCOG RTP/ATP (MCOG 2022).

2.1.1 Affected Environment

According to the Mendocino County Land Use Designation Map, land uses in the land use study area are designated as commercial, forest land, fishing village, public/semipublic facilities, range land, remote residential, rural residential, and rural village (County of Mendocino 2009). Land use designations are shown in Figure 2-2. County zoning designations in the land use study area are commercial (C), forest land (FL), fishing village (FV), public/semipublic facilities (PF), range lands (RL), remote rural residential (RMR), rural residential (RR), and rural village (RV) (County of Mendocino 2013). County zoning designations are shown in Figure 2-3.

The land use study area is primarily rural, with the Pacific Ocean on the west and the community of Albion on the north and south sides of the Albion River. The existing developed land uses include the community of Albion, scattered rural residences, a small number of commercial/retail properties, and an inn at the coast. The community of Albion contains a small cluster of residences north of the bridge, along Albion Little River Road, and another small cluster of residences south of the bridge, along Albion Ridge Road, East Lane, and Albion Street. Another small cluster of residences, three of which are listed as vacation rental properties, is located in the southwestern portion of the land use study area along Pacific Reefs Road and Nonella Lane.

The Albion Campground is located immediately north of the Albion River and east of the bridge. It contains a day use area and provides beach access at Albion Cove. South of the bridge, on Albion Ridge Road, there are several commercial/public land uses, including the Albion Grocery, Village True Value Hardware, U.S. Post Office, and Albion Little River Volunteer Fire

Department. Other commercial uses within the land use study area include the SCP Mendocino Coast Lodge (formerly Albion River Inn) located north of the bridge and west of SR 1, and the Ledford House Restaurant located south of the bridge and west of SR 1 (Figure 2-1).

The baseline transportation projects that are planned and proposed for locations in the SR 1 corridor within approximately 20 miles of the land use study area are listed in Table 2-1.

Table 2-1. Recently Completed, Present, and Probable Transportation Improvement Projects

Project Name (EA No.)	Route; Post Mile (PM)	Project Location	Type of Work	Estimated Delivery Year	Resources with the Potential to Contribute to Cumulative Effects
Usal Creek Bridge	CR 431; PM 5.93	On Usal Road, CR 431, at PM 5.93	Bridge Replacement	2026	Impacts Analysis Unavailable; Based on scope of work, impacts to Biological Resources-Federally Listed Migratory Fish/EFH anticipated
Men-1 Drainage (01-0L270)	SR 1; PM 0 to end of route	From the Sonoma-Mendocino County line to end of SR 1	Rehabilitate drainage and fish passage	2029	Impacts Analysis Unavailable; Based on the project scope impacts to Biological Resources-Federally Listed Migratory Fish/EFH are anticipated
Men-1 Fish Passage (01-0F650)	SR 1; PM 4.64 and 58.78	At two locations: Location 1 over Fish Rock Gulch (4.64) and location 2 over Creek at PM 58.78	Fish Passage Remediation	2026	Impacts Analysis Unavailable; Based on the project scope impacts to Biological Resources-Federally Listed Migratory Fish/EFH are anticipated
Gualala Shoulders (01-0F710)	SR 1; PM 6.4–6.8 and 9.2–9.5	Near Gualala from 0.3 mile north of Havens Neck Drive to Gypsy Flat Road and from 0.5 to 0.25 mile south of Iversen Road	Widen shoulders	2025	None

Project Name (EA No.)	Route; Post Mile (PM)	Project Location	Type of Work	Estimated Delivery Year	Resources with the Potential to Contribute to Cumulative Effects
Mendocino Vista Points Seal Coat (01-0M040)	SR 1; PM 10.5–74.1	At various locations near Galloway, Caspar and Kibesillah from 0.8 mile south of Schooner Gulch Bridge to 0.9 mile south of Blue Slide Gulch Bridge	Micro-surfacing	Completed in 2023	None
North Point Arena Capitol Preventive Maintenance (CAPM) (01-0J940)	SR 1; PM 15–33.9	Near Point Arena from 0.2 mile south of Iverson Avenue to Philo Greenwood Road	Pavement preservation	2026	Impacts Analysis Unavailable; Based on scope of work minimal to no impacts to resources anticipated
Elk Creek Bridge Replacement (01-0E110)	SR 1; PM 31.35	In Mendocino County near Elk from 0.2 mile south of Elk Creek Bridge to 0.2 mile north of Elk Creek Bridge	Replace bridge	2024	Biological Resources-Federally Listed Migratory Fish/EFH
Men-1 Widen (01-0G600)	SR 1; PM 65.13–65.49	SR 1, PM 65.13 to 65.49	Widen shoulders	Completed in 2023	None
Elk to Mendocino CAPM (01-0H600)	SR 1; PM 33.7–51.0	Near Elk from 0.1 mile north of Greenwood Creek to 0.2 mile north of Little Lake Road	Rehabilitate pavement	2024	None
Navarro Ridge Safety (01-0C550)	SR 1; PM 41.78–42.28	In Mendocino County near Albion from 1.5 miles north of the junction of SR 128 to 0.1 mile south of Navarro Ridge Road	Install metal beam guardrail	2024	None

Project Name (EA No.)	Route; Post Mile (PM)	Project Location	Type of Work	Estimated Delivery Year	Resources with the Potential to Contribute to Cumulative Effects
Navarro Drainage (01-0E940)	SR 1; PM 41.78–42.28	In Mendocino County near Albion at Navarro Ridge Road	Reconstruct drainage	2024	None
Salmon Creek Bridge Replacement (01-40140)	SR 1; PM 42.3–42.4	Near Albion from 2.2 miles north of the SR 128 junction to 0.2 mile north of Salmon Creek	Replace bridge	2030	Impacts Analysis Unavailable; Based on scope of work, impacts to Biological Resources-Federally Listed Migratory Fish/EFH anticipated
Salmon Creek Sandblast Waste Abatement (01-40141)	SR 1; PM 42.4–43.3	Near Albion from 2.2 miles north of the SR 128 junction to 0.2 mile north of Salmon Creek	Lead cleanup	2026	None
Pudding Creek Bridge (01-43480)	SR 1; PM 62.12	In Fort Bragg from Elm Street to Pudding Creek Rd-421	Widen bridge and upgrade bridge rail	Completed in 2023	Biological Resources-Federally Listed Migratory Fish/EFH
Jack Peters Creek Bridge (01-43484)	SR 1; PM 51.3–52.1	Near Fort Bragg at Jack Peters Creek Bridge 10-150	Widen bridge and upgrade bridge	2024	Biological Resources-Federally Listed Migratory Fish/EFH
Fort Bragg ADA (01-0B220)	SR 1; PM 59.8–62.1	In Fort Bragg from SR 20 to Pudding Creek Bridge	Install ADA pedestrian infrastructure	Schedule to be determined	None
Westport Culverts (01-0K170)	SR 1; 75.47–84.1	On SR 1 between Blue Side Gulch Bridge and Hardy Creek Bridge	Rehabilitate drainage systems	2026	Biological Resources-Federally Listed Migratory Fish/EFH
Corrective Maintenance and Pavement Preservation	CR 403; PM 0–3.19	Albion Little River Road, CR 403, PM 0 to 3.19	Chip seal pavement	Completed in 2023	None
Culvert Rehabilitation and Fish Passage (01-0K680)	SR 128; PM 0–50.5	On SR 128 at various locations from junction SR 1 to 2.1 miles east of Mountain House Road-111	Rehabilitate drainage and fish passage	2028	Impacts Analysis Unavailable; Based on scope of work, impacts to Biological Resources-Federally Listed Migratory Fish/EFH anticipated

Project Name (EA No.)	Route; Post Mile (PM)	Project Location	Type of Work	Estimated Delivery Year	Resources with the Potential to Contribute to Cumulative Effects
Boonville CAPM (01-0K000)	SR 128; PM 17.9–30.663	At Reilly Heights and Boonville from Mill Creek Bridge to Robinson Creek Bridge	Capital maintenance	2025	Impacts Analysis Unavailable; Based on scope of work minimal to no impacts to resources anticipated
South Fork Noyo River Micro-Surfacing (01-0M030)	SR 20; PM 2–17.3	Near Whiskey Springs from Porterfield Lane to Chamberlain Creek Bridge	Micro-surfacing	October 2023	None
MEN-20 Culvert Rehab / Replace (01-0M580)	SR 20; PM 7.34–12.97	Various locations on SR 20 from 4.0 miles east of Wildwood Campground to 1.2 miles west of Three Chop Road – Road 8146	Culvert rehabilitation and replacement	2024	None

2.1.2 Environmental Consequences

Although the build alternatives would require land acquisitions and TCEs along the existing bridge alignment, zoning and land use designations in the land use study area would not change. Overall land use patterns in the land use study area would remain the same since all property acquisitions would be partial acquisitions adjacent to the existing highway, and the acquisitions represent a small percentage of each parcel. The total acreage of acquisition for each alternative varies, as discussed below, with a maximum estimated permanent acquisition area of 3.5 acres with Design Option 2A, which represents less than 0.01 percent of land in the community study area. The acquisition acreages detailed below are preliminary and do not account for areas that are in the current road ROW that may be relinquished to the respective property owners following establishment of new ROW within the new alignment. See Section 4.4, Relocations and Real Property Acquisition for more information.

2.1.2.1 Alternative 1 (West Alignment)

Design Options 1A and 1B would entail removing the existing bridge and constructing a new bridge on an improved alignment approximately 60 feet west of the existing bridge. Land acquisitions would be required. Potential conflicts with recreation use are discussed in Section 2.5, Parks and Recreation. Land acquisitions and their impacts are discussed in Section 4.4, Relocations and Real Property Acquisition. Approximately 3.04 acres of undeveloped land would be acquired, primarily west of the existing bridge and converted to transportation use, and

21.38 acres of land would have a TCE. Overall land use patterns in the land use study area would remain the same, and zoning and land use designations would not change.

2.1.2.2 Alternative 2 (East Alignment)

Design Options 2A and 2B would entail removing the existing bridge and constructing a new bridge on an improved alignment up to 190 feet, at the farthest point, east of the existing bridge. Land acquisition (i.e., undeveloped land and a portion of the privately owned Albion Campground) would be required. Potential conflicts with recreation use are discussed in Section 2.5, Parks and Recreation. Land acquisitions and their impacts are discussed in Section 4.4, Relocations and Real Property Acquisition. Approximately 3.50 acres of undeveloped land and campground property would be permanently acquired and converted to a transportation use, and 19.08 acres of land would have a TCE for Design Option 2A. Approximately 2.55 acres of undeveloped land and campground property would be permanently acquired and converted to a transportation use, and 22.96 acres of land would have a TCE for Design Option 2B. Overall land use patterns in the land use study area would remain the same, and zoning and land use designations would not change.

2.1.2.3 Alternative 3 (On-Alignment)

Alternative 3 would entail removing the existing bridge and constructing a new bridge on an improved alignment with the centerline shifted between 16 and 46 feet west of the existing bridge. Land acquisitions would be required, but less acquisition than Alternatives 1 and 2. Potential conflicts with recreation uses are discussed in Section 2.5, Parks and Recreation. Land acquisitions and their impacts are discussed in Section 4.4, Relocations and Real Property Acquisition. Approximately 1.87 acres of undeveloped land would be acquired and converted to transportation use, and 22.71 acres of land would have a TCE. Overall land use patterns in the land use study area would remain the same, and zoning and land use designations would not change.

2.1.2.4 No-Build Alternative

The No-Build Alternative would not entail replacing the existing bridge. There would be no land acquisitions, no change to the land use designations or zoning in the study area, and land use patterns in the land use study area would remain the same. There would be no improvement in the traffic flow and safety throughout the land use study area.

2.1.3 Avoidance, Minimization, and Mitigation Measures

Overall land use patterns in the land use study area would remain the same, and zoning and land use designations would not change. Therefore, no AMMs are required.

2.2 Consistency with State, Regional, and Local Plans

The following sections discuss project consistency with state, regional, and local plans.

2.2.1 Affected Environment

Land use planning in Mendocino County is governed by the County's general plan, and the MCOG RTP/ATP includes goals and objectives for transportation and land use in the County.

2.2.1.1 Mendocino County General Plan

The *County of Mendocino General Plan* was adopted in 2009, and the Coastal Element was updated in 2021. The Development Element, updated in 2020, contains goals and policies related to land use and transportation in the land use study area. Planning principles, goals and policies that are directly relevant to the project are included in Table 2-2.

Table 2-2. Consistency with State, Regional, and Local Plans and Programs

Plans/Policies	Alternative 1	Alternative 2	Alternative 3	No-Build Alternative
Mendocino County General Plan Principle 2-1a. Conservation of Mendocino County's natural resources, farmland, forestland, and open spaces is essential to the rural quality of life desired by residents and visitors alike.	Consistent. Alternative 1 would not affect any designated farmland, forestland, or open space.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Consistent. The No-Build Alternative would not affect the county's natural resources, farmland, forestland, and open spaces because no improvements would occur.
Mendocino County General Plan Principle 2-1b. Mendocino County's natural, scenic, recreational, historic, and archaeological resources are vital to the quality of life and shall be protected for the enjoyment and economic prosperity of present and future generations.	Partially Consistent. Alternative 1 would replace the existing Albion River Bridge, which is a historic structure, with a new structure on a scenic highway. Once operational, the project would improve access and decrease visual obstructions to the coastline. Measures to help offset the loss of the historic bridge structure are being determined through the National Historic Preservation Act Section 106 consultation process (Section 4.1.3).	Partially Consistent. Alternative 2 is similar to Alternative 1.	Partially Consistent. Alternative 3 is similar to Alternative 1.	Partially Consistent. The No-Build Alternative would not affect the county's natural, scenic, recreational, historic, and archaeological resources because no improvements would occur. However, if catastrophic failure occurs, it would have adverse effects on the regional economy.
Mendocino County General Plan Goal DE-1. Land use patterns that maintain the rural character of Mendocino County, preserve its natural resources, and recognize the constraints of the land and the limited availability of infrastructure and public services.	Consistent. Goal DE-1 of the Mendocino County General Plan focuses on maintaining the rural character of Mendocino County. Alternative 1 would replace the Albion River Bridge, including widening the shoulders and adding separated pedestrian pathways. No lanes would be added. While some small slivers of ROW acquisition would be acquired, the overall land use patterns would remain the same; and the project would not change the rural, natural setting of the community.	Consistent. Alternative 2 is similar to Alternative 1; however, Alternative 2 would require additional ROW acquisition, particularly from the Albion Campground (see Appendix A for acreages).	Consistent. Alternative 3 is similar to Alternative 1; however, Alternative 3 would require the smallest area of ROW acquisition (see Appendix A for acreages).	Consistent. The No-Build Alternative would not affect existing Mendocino County land use designations as existing conditions would remain.
Mendocino County General Plan Goal DE-4. Functional, safe and attractive communities compatible with the General Plan and community objectives, infrastructure availability, and environmental, safety, economic, and other opportunities and constraints.	Consistent. Alternative 1 supports the goals of providing safe infrastructure and roadways. In addition to replacing the bridge for structural deficiencies, a purpose of the project is to provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County General Plan Goal DE-7. Basic infrastructure — roadways, water and sewer service, schools, libraries, internet access, etc. — sufficient to support existing and future development, in place when needed, and fully funded both initially and on an ongoing basis.	Consistent. Alternative 1 supports the goals of providing safe infrastructure and roadways. In addition to replacing the bridge for structural deficiencies, a purpose of the project is to provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.

Plans/Policies	Alternative 1	Alternative 2	Alternative 3	No-Build Alternative
Mendocino County General Plan Goal DE-8. A balanced and coordinated transportation system that: Is an integrated and attractive part of each community. Is functional, safe and pleasant to use, and supports emergency services. Provides a choice of modes accessing and connecting places frequented in daily life. Promotes compact development and infrastructure efficiencies. Is consistent with principles of sustainability and conservation of resources. Is not solely dependent on the continuation of fossil fuel resources. Can be maintained, used, and justified if available energy sources change during the duration of the general plan.	Consistent. Alternative 1 supports the goals of providing safe infrastructure and roadways. In addition to replacing the bridge for structural deficiencies, a purpose of the project is to provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County General Plan Goal DE-9. A countywide road system that provides safe, efficient, and attractive access, coordinated with interstate, state, local and area-wide systems.	Consistent. Alternative 1 would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing, which would improve the safety and function of the bridge for all modes of transportation. The project would not substantially alter existing county roads.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County General Plan Goal DE-10. Functional, safe and attractive pedestrian and bicycle systems coordinated with regional and local transportation plans and other transportation modes.	Consistent. Alternative 1 supports the goals of providing safe infrastructure and roadways. In addition to replacing the bridge for structural deficiencies, the project would provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unimproved for pedestrians, and bicycles.
Mendocino County General Plan Coastal Element Policy 3.8-2. Current studies indicate a need for future improvement to certain stretches of Highway 1 and to major intersections. These improvements shall be encouraged so as to accommodate essential industries vital to the economic health of the county and other priority uses under the Coastal Act. The Department of Transportation shall Be requested and urged as a high priority of public interest and Coastal Act purpose to: 1. Accelerate highway improvement projects along Highway 1 and those state-maintained highway intersections within the coastal zone of Mendocino County. 2. Develop a long range comprehensive circulation plan for Mendocino County coastal state highways and tributaries consistent with Coastal Act mandates. If the objectives of the Coastal Act are to be met, these goals must receive high priority at both local and state levels.	Consistent. Build Alternative1 would improve this stretch of SR-1 for vehicles and other multimodal uses within the coastal zone.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to this section of SR-1 would occur. The deficiencies of the existing bridge would persist, resulting in frequent maintenance, which disrupts traffic on SR-1. The bridge would remain unimproved for pedestrians and bicycles, which is not consistent with Coastal Act goals.

Plans/Policies	Alternative 1	Alternative 2	Alternative 3	No-Build Alternative
Mendocino County General Plan Coastal Element Policy 3.8-5. Caltrans shall, in cooperation with the County, set priorities based on safety requirements and existing highway congestion for improving the capacity of affected segments of Highway 1. Measures to be studied should include minor realignments, width and shoulder improvements, passing lanes, view turnouts and parking areas, and intersection improvements.	Consistent. Alternative 1 would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing. The project would not add roadway capacity to SR-1.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur; and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians, and bicycles.
Mendocino County General Plan Coastal Element Policy 3.8-6. It shall be a goal of the Transportation Section to achieve, where possible and consistent with other objectives of the Coastal Act and plan policies for Highway 1, a roadbed with a vehicle lane width of 16 feet including the shoulder to achieve a 32-foot paved roadway (i.e., a 12-foot vehicle lane and a 4-foot paved shoulder). The minimum objective shall be a 14-foot vehicle lane width (i.e., a 10-foot vehicle lane and a 4-foot paved shoulder). New widening projects shall be allocated, first to safety and improved capacity needs, and second to paved shoulders.	Consistent. Alternative 1 would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians, and bicycles.
Mendocino County RTP/ATP Goods Movement Goal. A transportation system allowing the efficient free flow of goods and freight, including agricultural goods, within and through the region.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians. In addition, Alternative 1 would not limit the load-carrying capacity of the Albion River Bridge. Therefore, the project could potentially aid the efficient free flow of goods and freight, including agricultural goods, within and through the region.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would continue to limit the load-carrying capacity of the Albion River Bridge.
Mendocino County RTP/ATP Goods Movement Objective GM 1. Develop state highway routes and local routes capable of efficiently moving goods and agricultural products to, from, and through the Region.	Consistent. Alternative 1 would improve the load-carrying capacity of the Albion River Bridge. Therefore, the project could potentially aid the efficient free flow of goods and freight, including agricultural goods, within and through the region.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would continue to limit the load-carrying capacity of the Albion River Bridge.
Mendocino County RTP/ATP Goods Movement Policy GM 1.1. Prioritize state highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge. The No-Build Alternative would continue to limit the load-carrying capacity of the Albion River Bridge.
Mendocino County RTP/ATP Transportation Security and Emergency Response Goal. Provide a safe transportation system and enable rapid and safe evacuation and emergency response.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians and improve conditions for emergency response and evacuation.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the existing structural and seismic deficiencies of the Albion River Bridge, and the existing bridge does not provide shoulders for emergency responders.
Mendocino County RTP/ATP Transportation Security and Emergency Response Objective TSER 1. Coordinate with local and state agencies on security and emergency response planning efforts.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians and improve conditions for emergency response and evacuation.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the existing structural and seismic deficiencies of the Albion River Bridge, and the existing bridge does not provide shoulders for emergency responders.

Plans/Policies	Alternative 1	Alternative 2	Alternative 3	No-Build Alternative
Mendocino County RTP/ATP Transportation Security and Emergency Response Policy TSER 1.2. Identify key transportation routes for evacuation as well as emergency responder access.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians and improve conditions for emergency response and evacuation.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the existing structural and seismic deficiencies of the Albion River Bridge, and the existing bridge does not provide shoulders for emergency responders.
Mendocino County RTP/ATP Transportation Security and Emergency Response Policy TSER 1.4. Encourage Caltrans to prioritize improvements to state highways that will enhance safety during emergency evacuations.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians and improve conditions for emergency response and evacuation.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the existing structural and seismic deficiencies of the Albion River Bridge, and the existing bridge does not provide shoulders for emergency responders.
Mendocino County RTP/ATP Transportation Security and Emergency Response Objective TSER 2. Encourage the provision of safety measures for all modes of the regional transportation system.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County RTP/ATP Transportation Security and Emergency Response Policy TSER 2.1. Consider safety features when planning new transportation projects, such as lighting and fencing, that would improve safety and security of travelers.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County RTP/ATP State Highway System Goal. Provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents of the county.	Consistent. Alternative 1 would improve the safety of crossing the Albion River Bridge without adding roadway capacity.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. Under the No-Build Alternative, no improvements to the bridge would occur and it would remain unsafe for vehicles in the event of a collision or emergency incident, seismic event, or other catastrophic failure. It would also remain unimproved for pedestrians and bicycles.
Mendocino County RTP/ATP State Highway System Objective SH 1. Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge.
Mendocino County RTP/ATP State Highway System Policy SH 1.1. Identify improvements to the major corridors consistent with route concepts.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the Albion River Bridge.
Mendocino County RTP/ATP State Highway System Objective SH 2. Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the Albion River Bridge and is not consistent with statewide and local policies for multimodal transportation and safety.
Mendocino County RTP/ATP State Highway System Policy SH 2.1. Encourage State funding for maintenance of Minor Arterial Highway segments within the County.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would require ongoing and costly maintenance.
Mendocino County RTP/ATP State Highway System Policy SH 2.2. Coordinate with Caltrans to identify and program needed operational and safety improvements.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable safety goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge.

Plans/Policies	Alternative 1	Alternative 2	Alternative 3	No-Build Alternative
Mendocino County RTP/ATP State Highway System Policy SH 2.3. Consider local funding partnership to correct safety concerns as appropriate.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable safety goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge.
Mendocino County RTP/ATP State Highway System Objective SH 3. Provide safe traveling conditions on all state highways within Mendocino County.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable safety goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge.
Mendocino County RTP/ATP State Highway System Policy SH 3.1. Prioritize projects that correct safety issues (particularly in locations with high accident rates) for support and funding consideration.	Consistent. Alternative 1 would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; this alternative is consistent with the applicable safety goals and policies.	Consistent. Alternative 2 is similar to Alternative 1.	Consistent. Alternative 3 is similar to Alternative 1.	Inconsistent. The No-Build Alternative would not improve and fix the structural and seismic deficiencies of the existing conditions of the Albion River Bridge.

2.2.1.2 Mendocino County Regional Transportation Plan and Active Transportation Plan

The *Mendocino County Regional Transportation Plan* and *Active Transportation Plan* (MCOG 2022) was adopted in 2022. The Development Element contains goals, objectives, and policies related to land use and transportation in Mendocino County. Goals, objectives, and policies that are directly relevant to the project are included in Table 2-2.

2.2.2 Environmental Consequences

2.2.2.1 Build Alternatives

The land use and transportation goals and policies related to the project include maintaining a safe and efficient transportation system in the county, as well as preserving the county's rural character and scenic values. The build alternatives would contribute to the above-listed goals and policies.

Goal DE-1 of the Mendocino County General Plan focuses on maintaining the rural character of Mendocino County. The proposed alternatives would replace the Albion River Bridge, including widening of the shoulders and the addition of a separated pedestrian pathway on the west side of the bridge. No additional lanes would be added. While some ROW would need to be acquired, particularly from the Albion Campground, the overall land use patterns would remain the same and the project would not change the rural, natural setting of the community. Goals DE-4, DE-7, and DE-8 focus on infrastructure and services to support existing and future development. The build alternatives support the goals of providing safe infrastructure and roadways. Goal DE-10 emphasizes bicycle and pedestrian systems. In addition to replacing the bridge for structural deficiencies, a purpose of the project is to provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement. The build alternatives are consistent with the goals of the Development Element, discussed above.

Principle 2-1a of the Mendocino County General Plan focuses on conservation of Mendocino County's natural resources, farmland, forestland, and open spaces as essential to the rural quality of life. There would be some temporary impacts to these resources during construction of the proposed alternatives, but these impacts are not permanent. Once constructed, the proposed alternatives would have no permanent impacts to natural resources, forestland, or open space, and only small slivers of farmland or grazing land adjacent to the existing ROW would be converted to a transportation use. Principle 2-1b of the Mendocino County General Plan focuses on the protection of natural, scenic, recreational, historic, and archaeological resources for enjoyment and economic prosperity. The proposed alternatives would replace a historic structure with a new structure on a scenic highway. However, once operational, the new structure would improve access and decrease visual obstruction to the coastline. Measures to help offset the loss of the historic bridge will be determined through the National Historic Preservation Act Section 106 consultation process (discussed in Section 4.1.3, Avoidance, Minimization, and Mitigation Measures).

Several Coastal Element policies of the Mendocino County General Plan focus on SR 1 because it is essential to the economic health of Mendocino County. Policies 3.8-2, 3.8-5, and 3.8-6 call for improvements to SR 1; coordination between Caltrans, the County, and the California Coastal Commission (CCC); and improved safety and highway capacity. Policy 3.8-6 calls for a 32-foot-wide paved roadway (i.e., 12-foot-wide vehicle lanes and 4-foot-wide paved shoulders); all build alternatives would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders on the bridge, 4-foot-wide shoulders on the roadway, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing. The build alternatives are consistent with the goals of the Coastal Element of the Mendocino County General Plan.

The Mendocino County RTP/ATP includes a complete streets goal of meeting the needs of all surface transportation modes. Specifically, it encourages Caltrans to include complete streets components on transportation projects (Objectives GM 1 and GM 1.1). This goal would be met with the addition of wider shoulders for bicycles and a separated pedestrian walkway for pedestrian movement. Another goal is to allow the efficient and free flow of goods and freight, including agricultural goods, which would be accomplished if the load-carrying capacity of the Albion River Bridge is not limited. A goal for the state highway system is to provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents (Objective TSER 1, et seq.). This goal would be met by improving the safety of crossing the Albion River Bridge without adding vehicular capacity to the roadway. The Mendocino County RTP/ATP also includes goals and objectives for roadway safety, emergency response, and evacuation (Objective SH-1, et seq.). These safety and evacuation goals are met by improving the safety of the bridge crossing and providing wider lanes and shoulders. Therefore, the build alternatives are consistent with the Mendocino County RTP/ATP.

The build alternatives would improve the functionality of the bridge and provide wider shoulders to improve safety for motorists, cyclists, and pedestrians; these alternatives are consistent with the applicable goals and policies of the plans identified above.

2.2.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not be consistent with most applicable goals and policies of the plans identified above.

2.2.3 Avoidance, Minimization, and Mitigation Measures for the Project

The project is consistent with the applicable goals and policies of the plans identified above, therefore, no AMMs are required.

2.3 Coastal Zone

The project has the potential to affect resources protected by the Coastal Zone Management Act of 1972 (CZMA) which is the primary federal law enacted to preserve and protect coastal

resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine whether they are consistent with the state's management plan.

California developed a coastal zone management plan and enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA, including the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The CCC is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. The Mendocino County General Plan contains a Coastal Element, discussed above in Section 2.2.1.1, Mendocino County General Plan, that holds oversight and planning responsibilities for development and conservation of coastal resources.

2.3.1 Affected Environment

The project is located along SR 1 which is a major north–south highway that runs along the Pacific coastline from U.S. Highway 101 near Leggett in the north to Interstate 5 near Dana Point in the south. It is the primary transportation route along the Mendocino County coast, accommodating local and interregional trips. In addition to connecting coastal cities and communities, SR 1 provides a scenic route and access to numerous beaches, parks, and other attractions along the coast. SR 1 is part of the California Freeway and Expressway System. This section of SR 1 is also known as Shoreline Highway. The PCBR and CCT are existing or planned recreational routes that extend through the project site. Currently, the CCT includes the shoulder of SR 1 through the project area. The existing bridge on SR 1 crosses the Albion River where it outlets to the Pacific Ocean. The land use study area is located within the coastal jurisdiction of Mendocino County (County of Mendocino 1985) and the CCC (Figure 2-4). See Section 2.2, Consistency with State, Regional, and Local Plans for more information about the Mendocino County Coastal Element.

2.3.2 Environmental Consequences

The project would directly affect regulated coastal resources. Table 2-3 evaluates the project's consistency with the California Coastal Act, particularly Chapter 3 Coastal Resources Planning and Management Policies, which is the standard of review used when determining whether a project is consistent with the Coastal Act. The table below (Table 2-3) also provides a reference to the applicable section of this document or other technical study that includes a full analysis of each of these topics.

Table 2-3. Coastal Act Consistency

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Public Access	
Coastal Act Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. **Coastal Act Section 30211**. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. **Coastal Act Section 30212**. (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. … **Coastal Act Section 30213**. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. **Coastal Act Section 30214**. (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution.… **Coastal Act Section 30220**. Protection of certain water-oriented activities Coastal areas suited for	The Albion River Bridge provides substandard bicycle and pedestrian access, as the bridge has two 12-foot-wide travel lanes and 1-foot-wide non-standard shoulders. **Build Alternatives:** would provide two, 12-foot-wide travel lanes, two 6-foot-wide shoulders on the bridge and 4-foot-wide shoulders on the roadway, and a 6-foot-wide separated pedestrian walkway which will greatly facilitate multimodal access in the coastal zone. The build alternatives would improve coastal access by increasing safety, connectivity, and reliability of the bridge for hikers, cyclists, travelers, commuters, and freight carriers. **Consistent**. Temporary impacts on public access are discussed in Section 2.5.2, Parks and Recreation and in Chapter 5 Traffic and Transportation/Pedestrian and Bicycle Facilities. Existing pedestrian pathways located beneath the existing Albion River Bridge provide access to the Albion Beach and ocean from the Albion Campground. Use of these paths would be restricted during bridge construction and bridge removal for the safety of construction workers and the public. As described in Section 1.4.1, Existing Conditions, Albion Beach is privately owned; the beach and ocean can be accessed from the Albion Campground via existing pedestrian pathways located beneath the existing Albion River Bridge or from a paid parking lot at the end of Albion River North Side Road. Under the build alternatives, public access to Albion Beach during construction would be prohibited. The length of closure would depend on the preferred alternative, ranging from approximately 37 months for Design Option 1A (West Alignment) to 59 months for Alternative 3 (On-Alignment). Daily marina traffic on the Albion River and out to the ocean varies seasonally. Use of the Albion River by boat within the project limits for public access to coastal areas would also be prohibited during construction under the build alternatives. The length of river outlet closure would depend on the preferred alternative, ranging from approximately 90 days for Design Options 1A and 2A to 130 days for Alternative 3 (On-Alignment). Temporary closures associated with project construction would not adversely affect public access in the long term. **Consistent** Caltrans prepared a Feasibility Report–Public Access to Navigable River (Caltrans 2023b) for the build alternatives, and it was determined that providing new public access beyond the current existing access to the Albion River was not practical within the existing or proposed State ROW for a new bridge due to adjacent private property, environmentally sensitive habitats, and lack of practical design options that would comply with American with Disabilities Act

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. **Coastal Act Section 30221**. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. **Coastal Act Section 30223**. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. **Coastal Act Section 30224**. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. **Coastal Act Section 30252.** The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.	access requirements. Improving the currently available public access would require cooperation from one of the private property owners to allow a public easement connecting to Mendocino County ROW. This is unlikely to occur since the private properties monetize their respective river access. **No-Build Alternative:** would not improve existing non-standard conditions. **Not Consistent**.
Visual Resources and Community Character	
Coastal Act Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of	A Visual Impact Assessment (Earthview Science 2024) was prepared for the build alternatives and is summarized, in part, in Section 4, Community Character. **Build Alternatives:** The Build Alternatives would preserve the scenic and visual quality of the area. All build alternatives would provide greater continuity of views from Albion by removing the lattice towers. Design Options 1B and 2B include arches, which create a focal point other than the bridge deck, produce a distinctive look, and provide a gateway between the campground and the beach. The addition of pedestrian facilities on the new bridge would also enhance viewer opportunities.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
its setting.	**Consistent.** **No-Build Alternative:** would neither enhance nor detract from the existing visual quality. **Consistent**.
Agricultural Resources	
Coastal Act Section 30241: The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following: (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses. (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands. (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality. (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands. **Coastal Act Section 30242:** All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (l) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. **Coastal Act Section 30113:** "Prime agricultural land" means those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code. Section 51201(c) of the California Government Code includes: (1) a rating as class I or class II in the Natural Resource Conservation Service Land use capability classifications; (2) a rating 80 through 100 in the Storie Index Rating; or (3) the ability to support livestock used for the production of food and fiber with an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture; or (4) the ability to normally yield in a commercial bearing period on an annual basis not	**Build Alternatives:** The build alternatives would not permanently convert agricultural lands to nonagricultural uses. See Section 2.6, Farmlands and Timberlands. **Consistent**. No-Build Alternative: would not affect agricultural lands. **Consistent.**

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
less than two hundred dollars ($200) per acre of unprocessed agricultural plant production of fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years. **Coastal Act Section 30243:** The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.	
Coastal Hazards/Shoreline Development	
Coastal Act Section 30253 (in part) New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. **Coastal Act Section 30235.**Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible. **Coastal Act Section 30236.** Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.	**Build Alternatives:** Under all of the build alternatives, the project was designed to be safe from flood hazards and for seismic stability. See Section 1.4.3, Project Description, for further information. Although it is within a floodplain, the project would not impede or redirect flood flows. The project would not create or contribute to geologic instability or alteration of bluffs and cliffs, nor alter natural shoreline processes or contribute to pollution problems. Under all build alternatives, the proposed permanent bridge would have fewer piers in the channel and would therefore have a lower potential to capture floating debris and would improve flow conditions when compared to the existing bridge. The project involves shoring only where necessary to ensure geologic stability, and would not arrest retreat of the shoreline or impede the natural geologic processes. Project features have been incorporated where necessary to lessen alteration of natural landforms along the coastal bluffs, including design and placement of pier locations, partial backfill and revegetation of exposed shoring, revegetation of disturbed surfaces, and incorporation of context-sensitive texturing and colors. **Consistent**. **No-Build Alternative:** would not improve structural integrity of the bridge. **Not Consistent**.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Environmental Justice	
Coastal Act Section 30604. When acting on a coastal development permit, the issuing agency, or the Commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state. **Coastal Act Section 30006.** The public has a right to fully participate in decisions affecting coastal planning, conservation and development; that achievement of sound coastal conservation and development is dependent upon public understanding and support; and that the continuing planning and implementation of programs for coastal conservation and development should include the widest opportunity for public participation.	**Build Alternatives:** The project would not adversely affect environmental justice communities or increase pollution burdens on disadvantaged communities (see Section 4.5, Environmental Justice, and Section 4.6, Equity). Caltrans has held numerous community meetings to involve the local community in the public process; see Chapter 7, Public Involvement. **Consistent.** **No-Build Alternative:** would not adversely affect environmental justice communities. **Consistent.**

2.3.3 Avoidance, Minimization, and Mitigation Measures

See Section 2.5.3, Parks and Recreation for Caltrans standardized project measures to protect public access to the coast. With implementation of Caltrans standardized project measures, no AMMs are required.

2.4 Wild and Scenic Rivers

Congress enacted the Wild and Scenic Rivers Act (WSRA) in 1968 to preserve the free-flowing condition of select rivers, water quality, and outstandingly remarkable values including scenery, recreation, geology, fish and wildlife, history, cultural (prehistoric), or similar values. Rivers authorized for study are also protected under the WSRA. Projects affecting wild and scenic rivers are subject to the National WSRA (16 USC Section 1271) for nationally designated rivers and the California WSRA (California Public Resources Code [PRC] Section 5093.50 et seq.) for state-designated rivers. There are three possible types of Wild and Scenic Designations:

- Wild: Undeveloped, with river access by trail only
- Scenic: Undeveloped, with occasional river access by road
- Recreational: Some development is allowed, with road access

2.4.1 Affected Environment

The Albion River is 18.1 miles long and drains 43 square miles on the Mendocino coast. There is a large estuary at the mouth of the river, and tidal waters travel up to 5 miles upstream. The Albion River Bridge rises 155 feet above the river on SR 1 and connects the coastal bluffs across the mouth of the Albion River as it flows into the Pacific Ocean. The large flat area beneath the bridge and along the river is known as Albion Flats. Albion Flats has beach and river access, a private campground, a small marina and boat launches, and a café. Canoes and kayaks are also available for rent. The river provides recreation and marine access to the Pacific Ocean for small watercraft. The Albion Biological Field Station research facility, owned and operated by Pacific Union College, is located just upriver.

The National and Scenic Rivers System website (National Wild and Scenic Rivers System 2023) was reviewed to determine whether any rivers included in the national system or any designated study rivers are located within the vicinity of the project. There are 26 rivers included in the national system in California; the closest river to the project is the Eel River, which is more than 25 miles northeast of the project site. Currently three rivers are designated as official study rivers, none of which are located in California.

Although not included in the National Wild and Scenic Rivers System, the Albion River was included in the California WSRA in 2003 as determined by the California Natural Resources Agency. The Albion River is designated as "recreational" from 0.25 mile upstream of its confluence with Deadman Gulch downstream to its mouth at the Pacific Ocean, a distance of approximately 4 miles. The WSRA and California PRC Section 5093.53c further define recreational rivers as "those rivers or segments of rivers that are readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past." Figure 2-5 shows the Albion River in relation to the project, including the extent of the designated stretch from the river mouth at the ocean to 0.25 mile upstream of Deadman Gulch.

2.4.2 Environmental Consequences

The *Albion River Bridge Project Wild and Scenic Rivers Report (EA 01-40110)* (Stantec 2024) provides an evaluation to determine whether the project would have an adverse effect on the free-flowing characteristics of the Albion River or the potential to alter the river segment's ability to meet the recreational designation it now holds.

2.4.2.1 Build Alternatives

As described below, implementation of the proposed improvements to the Albion River Bridge would not have a permanent adverse effect on the free-flowing characteristics of the Albion River from 0.25 mile upstream of its confluence with Deadman Gulch downstream to its mouth at the Pacific Ocean. In addition, the improvements to the Albion River Bridge would not alter the river's ability to meet its recreational designation under the California WSRA. The California Natural Resources Agency, the agency with management responsibility for the river's wild and scenic designation, has determined that additional consultation is not required, and the project falls outside the jurisdiction of the California WSRA.

Free-Flowing Nature of the Albion River

The free-flowing condition of the river would not be affected upstream or downstream of the construction limits necessary for bridge replacement and removal. During project construction, dewatering of work zones (e.g., cofferdams) within some shored areas would be required and steel piles to support the temporary trestles would be present within the river channel. These structures would be temporary and would not restrict the flow of the Albion River through the project limits to the ocean.

Following the completion of construction, no new structures would be placed that would result in a substantial backflow during a flood event. Additionally, with the exception of the lower portion

of the existing concrete tower foundation on the north shore of the river, existing bridge pilings and foundations would be removed to 3 feet below bed of channel, which would reduce resistance and blockage of water moving downstream in a flood event. The concrete tower foundation on the north shore would be left in place to promote static geomorphic conditions.

As such, the project would not affect the free-flowing nature of the Albion River.

Alteration of the Setting of the Albion River

The project consists of removing and replacing the existing Albion River Bridge. The most prominent change in the visual setting of the Albion River associated with the project would be the replacement of the bridge. With implementation of the project, the visual appearance of the bridge would change from its existing historical wooden trestle construction style to a modern non-arch or arch construction style. Although the build alternatives would replace the existing historical wooden trestle bridge with either a modern arch or non-arch design bridge, they would open the view under the bridge making the river, cove, and landforms beyond the bridge more visible (Earthview Science 2024). The build alternatives would also include a separated pedestrian walkway on the west side of the new structure. Regardless of the project alternative selected, the changes in the visual appearance of the bridge and its effect on the setting of the Albion River in the project area would not affect the ability of the Albion River to meet its recreational designation.

Recreational Designation of the Albion River

The project would not permanently alter the river segment's ability to meet its recreational designation. Following the completion of construction, recreational activities on the Albion River would not be affected and would be expected to return to existing conditions.

Construction of the project would occur year-round and would thus coincide with part or all the diving, fishing, and boating seasons. The fishing season in the project area extends all year. The boating season on the Albion River is typically spring and fall for kayaking and canoeing, whereas small, motorized watercraft can operate in the river year-round between the marina and ocean.

The Albion Campground campsites would be encumbered by construction equipment and materials staging and no visitor access would be permitted to the campsites during the life of the construction period. Additionally, given the safety concerns with pedestrians walking underneath and around an active construction zone, no visitor access to Albion Beach via the Albion Campground would be permitted during the life of the construction period. Other Albion Campground facilities (e.g., campground office, parking lot, restrooms, picnic area, and the dock and marina) would remain open to visitors using the existing vehicle access from Albion River North Side Road or by watercraft through the existing outlet. The outlet would remain open during construction, except when closures are necessary to facilitate bridge construction or bridge removal. Outlet closures are currently anticipated to range from approximately 90 days to 130 days. Recreational opportunities along the river would continue upstream of the construction limits during construction. The U.S. Coast Guard (USCG) conducted an initial review of the proposed bridge replacement, including the use of temporary work trestles across

the river, and provided their preliminary support for the project and recommendations for minimum navigational clearances (Hausner personal communication).

Intermittent traffic delays on SR 1 would occur during construction of the project and could temporarily interfere with public access to the Albion River recreation sites accessed from SR 1, including Albion River North Side Road access to Schooners Landing (temporarily closed while it is undergoing an extensive restoration project) and Albion Campground, but would not ultimately inhibit or prevent access to these recreational sites. The dock and marina located along the north shoreline of the Albion River east (upstream) of the project site and adjacent to the Albion Campground, would remain open and accessible to the public during construction.

A *Feasibility Report–Public Access to Navigable River* (Caltrans 2023b) was prepared for the build alternatives, and it was determined that providing new public access beyond the current existing access to the Albion River was not practical within the existing or proposed State ROW for a new bridge due to environmental and safety considerations. Improving the currently available public access would require cooperation from one of the private property owners to allow a public easement connecting to Mendocino County ROW. This is unlikely to occur since the private properties monetize their respective river access.

As stated above, potential impacts on recreational opportunities along the Albion River in the project area would be temporary. Following the completion of construction, recreational activities on the Albion River would resume consistent with pre-project conditions. Additionally, replacement of the existing bridge would eliminate the pollution burden associated with the existing bridge's deteriorating preservative-treated timbers, benefiting the river environment and associated recreation. Therefore, the project would not alter the recreational designation of the Albion River within the project area.

Wild and Scenic Rivers Act Findings and Consultation

The California Natural Resources Agency is the agency with jurisdictional authority over Albion River's California WSRA designation. Caltrans initiated coordination with the agency and provided the finding that the project would not have a permanent adverse effect on the free-flowing characteristics of the Albion River or alter the river's ability to meet its recreational designation under the California WSRA. In response on July 24, 2023, the California Natural Resources Agency stated that the agency does not have concerns regarding the project and that the project falls outside the jurisdiction of the California WSRA.

2.4.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect the free-flowing condition or recreational use of the Albion River.

2.4.3 Avoidance, Minimization, and Mitigation Measures

Caltrans standardized project measures to protect water quality during construction (e.g., comply with Caltrans Statewide National Pollutant Discharge Elimination System Permit, incorporate pollution prevention and design measures consistent with the *2016 Caltrans*

Statewide Stormwater Management Plan) and for hydrology and floodplains would be implemented to minimize potential impacts on the Albion River. Refer to Appendix B for these standard measures. With implementation of Caltrans standardized project measures, no AMMs are required.

2.5 Parks and Recreation

The Park Preservation Act (PRC Sections 5400–5409) prohibits local and state agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the parkland and any park facilities on that land.

This project will not affect facilities that are protected by the Park Preservation Act because there are no public parks or public recreation facilities in the project area. However, the Albion River is used for recreation and is under the jurisdiction and management authority of the California State Lands Commission. Pursuant to Section 84.5 of the California Streets and Highways Code, the State Lands Commission requires an evaluation of the feasibility of providing public access to the Albion River as part of the project, including the following considerations:

- An assessment of public access needs at the project location, in addition to a benefit analysis of public access alternatives
- A description of existing public access points and facilities in the project vicinity, including the existing condition of these resources and the entity responsible for maintenance
- An assessment of existing constraints and hazards that could make on-site public access infeasible
- A feasibility assessment of proposed on-site public access infrastructure, such as construction of trails, stairs, parking areas, trash cans, restrooms, etc.
- If on-site public access is infeasible, a feasibility assessment of alternatives, such as improving existing public access in the project vicinity or creating new public access points for the subject waterway within the project vicinity
- Environmental impacts of providing public access
- A conclusion on the feasibility of providing public access

Caltrans prepared a *Feasibility Report – Public Access to Navigable River* (Caltrans 2023b) to address the State Lands Commission analysis.

A Section 4(f) Evaluation has also been prepared (Caltrans 2024b) and includes an evaluation of the project's use of public spaces and recreation areas. After construction, the project site would appear much as it was previously: There would be a bridge spanning the Albion River.

None of the existing uses would be changed. Temporary trestles would be removed from the river. The Section 4(f) report concludes that the project would result in no adverse effect (de minimis) to the activities, features, or attributes qualifying the Albion River as a recreation resource.

2.5.1 Affected Environment

The land use study area is a destination for camping, beach-going, river sports, dining, and lodging. The large flat area beneath the bridge and along the river is known as Albion Flats. Albion Flats has beach and river access, a private campground, a small marina and boat launches, and a café. The Albion Biological Field Station research facility, owned and operated by Pacific Union College, is located just upriver.

2.5.1.1 Parks and Recreational Facilities

The Albion River is a recreational waterway, and a designated California Wild and Scenic River (see Section 2.5, Wild and Scenic Rivers). The river is a navigable river to a point 3 miles from its mouth and a public way under the California Harbors and Navigation Code Sections 100–106.

There are no public parks in the study area. The nearest public park is Van Damme State Park, approximately 3.7 miles north of the project; however, several privately owned recreational resources are located in the project vicinity.

The privately owned Albion Campground is located immediately east of and below the Albion River Bridge on the north bank of the river. According to the Albion Campground website, the campground contains 17 full RV hookups and 90 partial hookups for tents and RVs, and on-site RV rentals. Fees are charged for day use and overnight stays. The campground also offers day use vehicle parking, a convenience store, a snack bar, restrooms, showers, boat launch and dock berths, kayak and canoe rentals, and public beach access. There are two boat launches within the campground: the western boat launch is on the Albion River just upstream from the current bridge and the eastern boat launch is on “the pond,” a backwater channel of Albion River east of the campground café and store that is accessible during high tides. Although in the past the campground was visited mainly by divers and fishermen, it is now more commonly used by families for camping and beach access.

The privately owned Schooner’s Landing Marina is located along the Albion River, east of the Albion Campground. The Schooner’s Landing Marina campground is temporarily closed while it is undergoing an extensive restoration project. The campground previously offered camping, hunting, fishing, kayaking (ocean and upriver), and diving. Fees were previously charged for day use and overnight stays. In the past, approximately half the Schooner’s Landing patrons were there for hunting, fishing, and diving; the other half consisted of families who were mainly interested in camping and passive recreation. Contact with the owner indicated that the campground would not reopen in the near future, if ever, under the current ownership.

The Albion Campground owners have reported that the campground has historically been at capacity during the summer months and on most weekends, and campsites in this area are in

high demand. However, incidental observations of the Albion Campground during more recent visits to the project site (including on weekends) and a review of Google Earth historical aerial photographs taken during summer months do not show the campground at capacity. The next closest campground with coastal access is located 4 miles away. Several other campgrounds are available within 20 miles of the land use study area, more than half of which have coastal access. Alternate campgrounds in the vicinity include, but are not limited to, the following:

- Van Damme State Park (4 miles north, coastal access)
- Russian Gulch State Park (10 miles north, coastal access)
- Caspar Beach RV Park and Campground (11 miles north, coastal access)
- Mendocino Woodlands State Park (13 miles north, inland)
- Woodside RV Park and Campground (14 miles north, inland)
- Pomo RV Park and Campground (14 miles north, inland)
- Harbor RV Park (15 miles, overlooks ocean)
- Dolphin Isle Marina & RV Park (16 miles, inland)
- Hidden Pines RV Park and Campground (15 miles north, inland)
- Sportsman Park RV Sites (17 miles north, coastal access)
- MacKerricher State Park (20 miles north, coastal access)
- Cleone Campground (20 miles north, coastal access)
- Navarro Beach Campground in Navarro State Park (5 miles south, coastal access)

Beaches and Shoreline Resources

There are no designated state beaches in the land use study area. Access to the beach at Albion Cove is privately owned by the owners of the Albion Campground. The general public may access the beach free of charge during normal day use hours if they do not park on private campground property and do not use the campground facilities (Albion River Campground 2023). All beach areas within the mean high tide elevation in California are public trust resources usable by the public; however, there is no designated public access or parking at Albion Beach. The nearest state beach, Van Damme State Beach, is located 4 miles north of the project location.

The California Coastal National Monument (CCNM), managed by the Bureau of Land Management (BLM), includes offshore rocks and islands that are exposed above mean high tide and within 12 nautical miles of the mainland along the 1,100-mile California coastline (BLM 2023). Established in 2000, the CCNM protects these offshore areas as a scenic public resource and important wildlife habitat. Within the land use study area, offshore rocks in and around Albion Cove are part of the CCNM's Point Arena Stornetta Unit (BLM 2023).

California Coastal Trail

The CCT is a planned network of interconnected public trails being developed that will provide a multimodal opportunity to walk and bike the length of California's 1,230-mile-long coastline from Oregon to Mexico. The CCT is an official state trail and is designed to make the coast more accessible, foster appreciation and stewardship of the scenic and natural resources of the coast, provide recreational opportunities, and encourage non-motorized transportation. The CCT system will be developed as close to the ocean as possible, and where feasible, within

sight, sound, and smell of the ocean. As it is currently used, the majority of the trail route in Mendocino County is within the roadway ROW of SR 1, and hikers walk along the roadway shoulders (Coastwalk 2023). At the SR 1 intersection with Albion Little River Road, an alternate route for the trail travels along the Albion Little River Road northeast toward the pygmy forest in Van Damme State Park. Primary access to the CCT in the project area is along SR 1 from the north and south. Approximately 1 mile of the CCT lies within the project footprint along the existing roadway within the ROW. Currently, CCT users cross the existing bridge where they must share the roadway with vehicles because there is no dedicated pathway and only 1-foot shoulders. The CCT is not completed, and future improvements and potential realignments are planned. Completion of the CCT is a joint undertaking of the California Coastal Conservancy in cooperation with the CCC, California Department of Parks and Recreation, Coastwalk, and other community groups and nonprofits. (Caltrans 2024b)

Pacific Coast Bike Route

The PCBR is an 1,800-mile cycling route that follows the entire west coast of the United States from Canada to Mexico. It generally follows the Pacific Coast Highway, although the bike route does have several detours through forests, towns, and quiet roads. In Mendocino County, the PCBR starts on U.S. 101 in the north, then continues on SR 1 to the Sonoma County border in the south. The route follows state highways, freeways, and city and county roads and serves long-distance touring recreational cyclists as well as daily commuters. There are some bridge crossings, tunnels, and roadways with non-existent or narrow shoulders where there are alternative options for moving further inland. Primary access to the PCBR in the project area is along SR 1 from the north and south. Approximately 1 mile of the PCBR lies within the project footprint. The PCBR currently crosses the existing bridge where cyclists must share the roadway with vehicles because there is no dedicated pathway and insufficient shoulder.

River Access

There are three existing, developed access points to the Albion River in the vicinity of the Albion River Bridge. There is no deeded public access to Albion River because all the access points are on private property. However, the river is a navigable river to a point 3 miles from its mouth and a public way under the California Harbors and Navigation Code Sections 100–106. While SR 1 is the primary access route for recreation activities on the river, there is no direct access from the roadway to the river because of the steep slopes. Public access is primarily from the privately owned Albion River Campground and Marina and Schooner's Landing Marina via the Albion River North Side Road. Other access points do exist, but they are all from privately owned property. The river is publicly accessible via ocean access.

- Albion River North Side Road, a Mendocino County road, provides public access from SR 1 down to privately owned parcels along the north side of the Albion River.

- The public can access the Albion River through the privately owned Albion Campground with a day pass or by reserving a campsite. The campground has a small boat ramp, marina and docks.

- There has also been access to the Albion River from Schooner's Landing Marina, just east of the campground, which is also privately owned and is currently temporarily closed.

- Access to the Albion River from the south side is limited to a facility owned by Pacific Union College located approximately three-quarters of a mile drive from SR 1 at the end of Albion Street. Self-propelled personal watercraft can be launched for a small fee.

2.5.2 Environmental Consequences

Under all build alternatives, there would be no permanent impacts on river or beach access.

Construction activities would restrict public access to the Albion Beach for the safety of construction workers and the public, and access to the Albion Campground would be limited to the campground office, parking lot, restrooms, picnic area, and the dock and marina. Construction for the build alternatives would require three to five summer seasons, depending on the preferred alternative selected. Construction-related closures would overlap with the peak season for recreational uses at the privately-run Albion Campground and Albion Beach. During construction, a TCE would be required at the Albion Campground and Albion Beach. Most of the campground would be temporarily closed, and the campground manager's residence may be relocated, which is discussed in more detail in Section 4.4, Relocations and Real Property Acquisition. Table 2-4 provides the estimated number of construction seasons and campground, beach, and river outlet (boating) closures for each alternative.

Table 2-4. Estimated Recreation Area Closures during Construction

Alignment	Alternative	Construction Duration (Years)	Construction Working Days (Days)	Campground and Beach Closure Duration (Months)	Albion River Outlet Boating Closures (Days)
West	1A	3	785	37	90
West	1B	3	809	38	110
East	2A	3	786	37	90
East	2B	3	809	38	110
On-alignment	3A	5	1,270	59	130

Note: The days, months, and years provided in this table are only preliminary estimates.

Schooner's Landing Marina would also experience construction-related impacts if it reopens prior to bridge construction. This facility is temporarily closed for an extensive restoration project, and there are no plans to reopen in the immediate future. However, if the Schooner's Landing campground and marina were to reopen before bridge construction begins, access to Schooner's Landing would be maintained through Albion River North Side Road. However, construction-related river outlet and beach access closures and construction noise and disturbance would adversely affect marina and associated campground use if the campground were to reopen prior to or during construction.

The loss of campsites during the summer construction season would result in impacts to recreation because other campgrounds in the area could already be filled to capacity during peak months, and the closure of the Albion Campground could result in increased demand at campgrounds on the coast in this region. Economic impacts on these businesses are discussed in Section 4.2, Economic Conditions.

During construction, use of the PCBR within the project limits would be temporarily affected by lane, road, and bridge closures. During traffic control, cyclists or pedestrians using the PCBR along SR 1 or pedestrians using the bridge as a crossing would be accommodated through the project either by joining the vehicle queue or through the lane closure, except during full bridge closure. Accommodations for pedestrians and cyclists would be included in the Transportation Management Plan (TMP). These temporary changes to pedestrian and bicycle use of the bridge during construction are further discussed in Chapter 5, Traffic and Transportation/ Pedestrian and Bicycle Facilities.

California Streets and Highways Code Section 84.5 states that during the design hearing process relating to state highway projects that include the construction by Caltrans of a new bridge across a navigable river, there shall be included full consideration of, and a report on, the feasibility of providing a means of public access to the navigable river for public recreational purposes. A *Feasibility Report – Public Access to Navigable River* (Caltrans 2023b) was prepared for the project, and it was determined that the project would not permanently impact existing access to the river and that providing new public access would not be practical within the existing or proposed State ROW due to environmental and safety considerations. Both the north bank and south bank/bluff have very steep slopes and contain sensitive environmental habitats. Additionally, improving the currently available public access would require cooperation from one of the private property owners to allow a public easement connecting Mendocino County ROW to the river. This is unlikely to occur since the private properties monetize their respective river access.

2.5.2.1 Alternative 1 (West Alignment)

Alternative 1 (West Alignment) could require temporary relocation of the campground manager's residence during construction, and then potentially return it to its current location after construction is complete. However, negotiations with the campground owners during the ROW phase may result in the permanent relocation or acquisition of the campground manager's residence. See Section 4.4, Relocations and Real Property Acquisitions for more information regarding this residence. Design Option 1A would result in 37 months of campground and beach closure, and 90 days of Albion River outlet closure for boaters and river users in the project area. Design Option 1B would result in 38 months of campground and beach closure, and 110 days of Albion River outlet closure. Both Design Option 1A and 1B would require three years of construction, affecting recreation facilities and use for three summer seasons.

Post-construction, the build alternatives would have no permanent adverse impacts to river or beach access, and bridge improvements for pedestrians and cyclists would benefit recreation users. A 6-foot-wide separated pedestrian walkway on the west side of the replacement structure would provide CCT continuity, and two 6-foot-wide shoulders would provide PCBR

continuity across the Albion River. Flattening of the horizontal curve north of the bridge and widening of SR 1 to accommodate alignment with the new structure would improve safety for cyclists and pedestrians using the CCT and the PCBR in the project area.

2.5.2.2 Alternative 2 (East Alignment)

Alternative 2 (East Alignment) would require permanent relocation of the campground manager's residence because the existing residence is within the new bridge alignment. Additionally, Design Options 2A and 2B would require permanent acquisition of approximately 1.46 and 0.90 acres, respectively, from the campground parcel. Based on the preliminary design for the east alignment alternatives, it is estimated that Alternative 2 would affect approximately four campsites, the campground manager's residence, and a portion of the westernmost boat launch parking area. Until an alternative is selected and the design is more refined, the number of campsites displaced is preliminary. The permanent displacement of campsites would adversely affect the income and business activity for the campground; see Section 4.2, Economic Conditions.

Design Option 2A would result in 37 months of campground and beach closure, and 90 days of Albion River outlet closure. Design Option 2B would result in 38 months of campground and beach closure, and 110 days of Albion River outlet closure. Both Design Option 2A and 2B would require three years of construction, affecting recreation facilities and uses for three summer seasons.

The long-term benefits for pedestrians and cyclists using the bridge is the same as described for Alternative 1.

2.5.2.3 Alternative 3 (On-Alignment)

Alternative 3 (On-Alignment) would result in 59 months of campground and beach closure, and 130 days of Albion River outlet closure over 5 years. This build alternative requires the highest number of construction days and spans the most recreation seasons, resulting in the longest adverse impact on recreation facilities and users compared to the other build alternatives. However, this alternative has the least amount of ROW acquisition required compared to the other build alternatives.

The long-term benefits for pedestrians and cyclists using the bridge is the same as described for Alternative 1.

2.5.2.4 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect the parks and recreational facilities in the land use study area.

2.5.3 Avoidance, Minimization, and Mitigation Measures

Caltrans standardized project measures and BMPs would be implemented under all build alternatives to reduce impacts on parks and recreational facilities in the project area due to

construction. These measures include a public outreach plan to provide advance notification of construction activity and planned closures, and to make certain the public is aware that river access would be limited during construction. BMPs would also protect water quality during the construction and operational phases of the project. The Section 4(f) report (Caltrans 2024b) describes the following measures to minimize harm to Albion River recreation during construction:

- Implement a communication plan that provides notification to the public and applicable agencies (e.g., USCG, California Natural Resources Agency, CCC) so that Albion River users are informed of construction activities and planned closures.
- For bicyclists or pedestrians using the bridge as a crossing, users would be accommodated through the project either by joining the vehicle queue or through the lane closure, except during the full bridge closure.
- Construction of the project would not preclude access to the boat launch located east of the Albion Campground store.
- Any additional measures developed with the officials with jurisdiction as part of the Section 4(f) process will be included in the final environmental document.

Implementation of a TMP during construction would maintain pedestrian and bicycle access, and would maintain river access through the Albion Campground marina via Albion River North Side Road. Temporary access roads, construction easements, and staging areas that were previously vegetated would be restored to a natural contour and revegetated with regionally appropriate native vegetation.

For campsites that are permanently lost under Alternative 2 (East Alignment), the campground owner would be compensated in accordance with the Uniform Relocation Act; see Sections 4.2, Economic Conditions and 4.4, Relocations and Real Property Acquisition.

With implementation of Caltrans standardized project measures, no further AMMs are required.

2.6 Farmlands and Timberlands

The following discussion describes the effects of the project on farmlands and timberlands.

2.6.1 Affected Environment

According to the California Department of Conservation's (DOC) FMMP, the land use study area consists mainly of grazing land, with some rural residential, urban, and built-up land (DOC 2018). There are no parcels within or adjacent to the project limits that are enrolled in Williamson Act contracts or identified as prime farmland; parcels enrolled in the Williamson Act as non-prime farmlands are located in the southernmost portion of the land use study area (Figure 2-6). Timber production zones (TPZ) are located throughout Mendocino County. The nearest TPZ is located approximately 2,000 feet east of the land use study area, which is more than 0.5 mile from the project limits.

According to the *Mendocino County 2020 Crop Report*, the gross crop value for the county was $222,875,410, which represents a 17.9 percent decrease from 2019. Timber was the leading commodity, with a value of nearly $94 million. Fruit and nuts combined totaled over $92 million, and wine grapes had a total value of more than $82 million. The COVID pandemic had a negative effect on most sectors of the agriculture economy, primarily disrupting the labor supply. The lack of labor caused a bottleneck in the timber industry and resulted in some crops not being picked (County of Mendocino 2020b).

There is no prime farmland or timberland in the land use study area.

2.6.2 Environmental Consequences

2.6.2.1 Build Alternatives

As previously noted, there is no prime farmland or timberland within the land use study area, but non-prime farmland enrolled in the Williamson Act is located at the southern extent of the land use study area. Although Williamson Act non-prime farmland is located within the land use study area, it is not located within or adjacent to the project limits and would not be directly affected by the project. There would be no conversion of prime farmland or Williamson Act non-prime farmland to nonagricultural uses and no loss or conversion of forest land.

During construction, parcels managed as grazing land west of SR 1 may be used for equipment staging and access. During the multiyear construction period, the parcels used for staging would not be available for grazing, some of which are currently managed as rangeland for sheep. This temporary reduction in rangeland would not result in permanent loss or conversion of agricultural land.

2.6.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect prime farmland or timberland.

2.6.3 Avoidance, Minimization, and Mitigation Measures

There is no prime farmland, Williamson Act non-prime farmland, or timberland that would be affected by implementation of the project; therefore, no AMMs are required.

Chapter 3 Growth

Factors that influence land use and development in an area may include population and economic growth, desirability of locations, the costs and availability of developable land, physical and regulatory constraints, transportation, and the costs of sewer, water, and other utilities.

Transportation agencies play a role in land use changes by providing infrastructure that can improve mobility and/or open access to new locations. New development generates travel to and from that location, and the additional travel creates demand for new transportation facilities. The relationship between transportation and land use and the degree to which one influences the other is a topic of ongoing debate. This chapter addresses growth in the land use study area and larger county and the extent to which the project would contribute to that growth.

Different transportation projects will influence growth to different degrees and in different ways, and a two-phase approach to the evaluation of growth-related impacts is used below. The first phase, called a "first-cut screening," is designed to help figure out the likely growth potential effect and whether further analysis of the issue is necessary. The second phase involves the additional analysis of growth that is conducted if the first-cut screening analysis suggests that growth impacts would occur. The discussion below regarding the potential for the project to influence growth in the land use study area and county is applicable to the Albion River Bridge project.

3.1 Affected Environment

Mendocino County's population experienced an increase of only 1.3 percent between 2010 and 2019, and a decrease of about 2.0 percent between April 2020 and July 2022. According to the U.S. Census Bureau QuickFacts, Mendocino County's population dropped from 91,595 in April 2020 to 89,783 in July 2022, which contrasts with most other California counties, the majority of which experienced a range of population growth for the same time period. The Mendocino County General Plan serves as a guide for land use development and identifies community planning areas for communities that have experienced or are anticipated to experience the greatest increases in growth. With the exception of the Fort Bragg area, within Mendocino County, these communities are inland and include the unincorporated areas around Willits and Ukiah.

The Albion community has an estimated population of 274, according to the ACS (U.S. Census Bureau 2021). The land use study area is not anticipated to experience substantial overall growth. As stated above, Mendocino County is experiencing a population decline, rather than growth. Much of the land in the land use study area is privately owned and zoned for large tracts of rural residential and remote rural residential uses. In addition to a lack of developable land, relatively high housing prices and regulatory limitations on development in the coastal zone also deter rapid growth in the land use study area.

The Mendocino General Plan Housing Element identified 24 parcels, totaling 47.8 acres, with development potential in Albion. Of these sites, only two parcels have water and sewer access (APNs 12334023 and 12334036, located on Pacific Reef Road, southwest of the project area) and two sites may be constrained by floodplain and slope conditions (APNs 12329004 and 12604011, located near Navarro Ridge Road, south of the land use study area), which limit development potential. Of the 24 parcels identified with development potential in Albion, there is only one parcel located close to the project: 3890 Albion Little River Road (APN 12305032) is located north of the Albion Campground, but water and sewer are not available at this location. Most of the parcels are zoned rural residential (RR) or Upland Residential (UR), which allows single-family homes on lots in rural, semi-rural, and agricultural areas. The Housing Element estimates one dwelling unit per parcel for planning purposes. These parcels are in the coastal zone and may also be subject to Coastal Commission review. The county also imposes height, density, slope, and other design restrictions in the county's Scenic Areas and Coastal zone (County of Mendocino 2020a). Given the low inventory of developable parcels, existing conditions that constrain development, the lack of employment opportunities, and the slow rate of growth in the area, the land use study area is not anticipated to experience substantial overall growth in the coming years.

3.2 Environmental Consequences

Caltrans has developed guidance for determining whether a project may influence growth either directly or indirectly. Growth-inducing projects are those that result in a direct or indirect measurable increase in population, housing, and/or employment. Evaluation of a transportation project's potential to induce growth focuses on assessing the project's potential to facilitate or accelerate growth beyond planned developments, or influence the location, type, and rate of future growth and development. As noted in the Caltrans *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (Caltrans 2006), accessibility is the most direct link between transportation and land use. In this context, accessibility refers to a project's potential to reduce travel costs, either in terms of money or time, thus potentially enhancing the attractiveness of surrounding land to developers and consumers. Changes in accessibility provided by a transportation project may unintentionally result in changes to the spatial distribution of development over time. By facilitating land use changes, one outcome can be growth-related effects on environmental resources.

Using the Caltrans guidance for first-cut screening, growth-related impacts are not reasonably foreseeable for a project on an existing facility in a rural area with declining growth rates that improves the safety of existing conditions by widening existing shoulders and making a curve correction, but does not increase roadway capacity, relieve congestion, or increase accessibility to the highway. Per SER guidance, the results of the first-cut screening are documented below. No additional growth analysis is required.

3.2.1 Screening Question 1

Screening Question 1: To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?

3.2.1.1 Build Alternatives

The build alternatives would replace the existing functionally and structurally deficient bridge. These alternatives would include the addition of a separated pathway for pedestrians. Widening the shoulders on the replacement bridge would accommodate multimodal use, widening and realignment of SR 1 north and south of the existing bridge, and flattening of the horizontal curve immediately north of the existing bridge to improve sight distance would help to reduce collisions. There would be minor changes in access to local roads, including realigning Albion River North Side Road to intersect Albion Little River Road east of SR 1 to improve intersection operation and sight distance, and reconstructing Albion Little River Road's intersection with SR 1 to conform with the new SR 1 alignment and profile. Albion River North Side Road provides access to the Albion Campground and Schooner's Landing and Marina and would be modified and improved for construction access. These types of changes in access would primarily affect local residents and tourists accessing the campgrounds. The build alternatives would not increase roadway capacity, relieve congestion, affect travel times, travel cost, or the attractiveness of the area to development.

3.2.1.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect accessibility in the land use study area.

3.2.2 Screening Question 2

Screening Question 2: To what extent would change in accessibility affect growth or land use change—its location, rate, type, or amount?

3.2.2.1 Build Alternatives

The project is located in a rural area that is remote from job and population centers and has experienced low levels of economic activity. The extent to which the project would induce growth in the county depends largely on the strength of local planning and growth-management mechanisms such as adhering to adopted growth boundaries, maintaining existing zoning restrictions and land use designations, and implementing farmland and floodplain protection policies. The County has a strong, integrated structure that discourages premature and unplanned growth. As described above in Section 2.1, Existing and Future Land Use and Section 2.2, Consistency of project with State, Regional, and Local Plans, the County has provided land use designations to guide future growth in the county; new development must adhere to these land use designations in accordance with the rules and regulations of the relevant cities and counties. Adherence to these restrictions reduces pressure for unplanned development by making adequate quantities of land available for development in locations that best serve the policy goals of the County. Large-scale land use changes are not anticipated in Mendocino County because land use policies tend to protect open-spaced lands, such as agriculture and forestlands, and development is expected to produce only localized impacts near more urbanized areas (MCOG 2022).

The project is proposed to address functional, safety, and structural deficiencies of an existing bridge, resulting in no changes in roadway capacity and no changes to existing land uses. The project would not cause new businesses to relocate to the area, stimulate additional development, encourage unplanned development in the land use study area, or shift or hasten planned growth. Growth-related impacts of the project-related to growth pressure would be minimal to none.

According to the guidance document, transportation projects in rural areas have a lower potential to cause growth-related impacts because population density and economic activity generates lower demand for conversion of undisturbed lands to developed uses. As stated above, the land use study area is rural, and much of the land is privately owned. The project type, lack of growth pressure in the area, and changes in accessibility are all unlikely to induce unplanned growth.

According to the guidance document, projects to widen existing lanes to standard widths, make curve corrections, and widen shoulders are typically projects on an existing facility that do not increase roadway capacity or accessibility or relieve congestion. The project would involve replacement of an existing bridge structure, and a widening of bridge shoulders for increased safety and mobility for motorists, cyclists, and pedestrians. Therefore, based on the guidance document, the project does not warrant further analysis of growth-related impacts.

3.2.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect growth in the land use study area.

3.2.3 Screening Question 3

Screening Question 3: To what extent would resources of concern be affected by this growth or land use change?

3.2.3.1 Build Alternatives

In Mendocino County, a limited water supply combined with uncertainty about the availability of future supplies has served to limit development in most of the county (Mendocino County 2020). Changes in agriculture from low-intensity farming to more water-intensive crops (primarily wine grapes), potential reductions in rainfall and river flows resulting from global climate change, and changes in upstream use of water that could limit flows in the rivers present additional challenges. The project would not stimulate growth and would not affect existing land uses in the county, so there would be no change in demand for the water supply.

3.2.3.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect resources of concern in the county.

3.2.4 Conclusion

In summary, the build alternatives would improve the safety of crossing the Albion River for all modes of transportation (automobile, bicycle, and pedestrian). They would not directly increase development of residential land uses, encourage growth outside of existing growth boundaries, or alter existing access to residential and employment areas. No direct or indirect adverse effects associated with growth would be anticipated with implementation of the build alternatives.

The No-Build Alternative would not change existing conditions; therefore, it would not affect growth.

3.3 Avoidance, Minimization, and Mitigation Measures

No direct or indirect adverse effects associated with growth would be anticipated in the county with implementation of the project; therefore, no AMMs are required.

Chapter 4 Community Character and Cohesion

Community character is an amalgam of various elements that give neighborhoods their distinct "personality," and may include a neighborhood's land use, urban design and architecture, historic resources, visual resources, socioeconomics, traffic, and noise. Cohesion is an important characteristic of a community that is a measure of the degree to which the residents have a "sense of belonging" to their neighborhood, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, generally due to continued association over time. Cohesion also refers to the degree of interaction among the individuals, groups, and institutions that make up a community. Cohesive communities are indicated by various types of social characteristics such as longer lengths of residency, home ownership, ethnic homogeneity, and high levels of community activity. Transportation projects can divide cohesive neighborhoods if they act as a physical barrier or are perceived as a psychological barrier by residents, or if they isolate a portion of a homogeneous neighborhood.

4.1 Population and Housing

This chapter identifies and analyzes the existing and projected demographic characteristics of the community study area and county, considering several topics such as population, race and ethnic composition, age, community facilities, economic conditions, and housing. Comparisons of the local (Census Tract 110.01), regional (Mendocino County), and state demographic data are made to provide a sense of the qualities unique to the community study area. Sources for this information include the U.S. Census Bureau, California Department of Finance, MCOG, and Mendocino County.

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics

The Mendocino County population is centered in the Ukiah Valley, where Ukiah—the county seat and largest city—is located. Approximately 31 percent of the county's population is in the Ukiah area. The county's other major population centers are the incorporated cities of Fort Bragg and Willits. About 22 percent of the county's population is located along the central coast (County of Mendocino 2008).

Table 4-1 shows the total population for the state of California, Mendocino County, and Census Tract 110.01 (community study area). In 2021, the population of the community study area totaled 2,070, representing approximately 2.3 percent of the county population. In 2021, the population of the county totaled 91,534, representing approximately 0.2 percent of the state's total population. Between 2010 and 2019, the population in the county increased by only 1.3 percent, compared to the statewide population change of 6.1 percent over the same period (U.S. Census Bureau 2022). The anticipated growth in the county by the year 2030 is a projected 4 percent increase, resulting in a projected population of about 92,655 by 2030 (County of Mendocino 2020a).

Table 4-1. Current Population (2021)

Area	2021 Population
California	39,455,353
Mendocino County	91,534
Community Study Area	2,070

Source: U.S. Census Bureau, ACS 2021 5-year data (Table ID B03002)

Race and Ethnicity

The racial characteristics of the state, county, and community study area are presented in Table 4-2. The county is predominantly white compared to the state as a whole (63.4 percent white compared to 35.8 percent). The community study area is predominantly white at 89.7 percent of the population and less diverse when compared to the county (63.4 percent). In addition, the community study area has a notably lower percentage of Hispanic residents (3.1 percent) than the county (26.3 percent). However, the percentage of Asian residents in the community study area (3.1 percent) is slightly higher than in the county (2.2 percent) and the percentage of Native Hawaiian/Pacific Islander residents in the community study area (2.0) is higher than in the county (0.1 percent).

Homogeneity of the population may contribute to higher levels of cohesion. Communities that are ethnically homogeneous often speak the same language, hold similar beliefs, and share a common culture, and are therefore more likely to engage in social interaction on a routine basis. The community study area is more ethnically homogeneous than the county, with a population that is 89.7 percent white, 3.1 percent Hispanic, 3.1 percent Asian, 2.0 percent Native Hawaiian/Pacific Islander, and 2.1 percent two or more races.

Table 4-2. Race and Ethnicity Data

Area	Total	Hispanic Or Latino (of Any Race)	%	Not Hispanic or Latino													
				White	%	Black or African American	%	Native American	%	Asian	%	Native Hawaiian/ Pacific Islander	%	Other Race	%	Two or More Races	%
California	39,455,353	15,593,787	39.5	14,109,297	35.8	2,128,184	5.4	124,341	0.3	5,802,086	14.7	134,692	0.3	149,096	0.4	1,413,870	3.6
Mendocino County	91,534	24,068	26.3	58,074	63.4	554	0.6	2,779	3.0	1,969	2.2	124	0.1	490	0.5	3,476	3.8
Community Study Area	2,070	64	3.1	1,857	89.7	0	0	0	0	65	3.1	41	2.0	0	0	43	2.1

Notes: Percentages do not total to 100 due to MOE.
Source: U.S. Census Bureau, ACS 2021 5-year data (Table ID B03002)

Age

The community study area has a population of approximately 2,070. The median age in the community study area is 57.8 years, which is notably higher than that of the county at 43.6 years. As shown in Table 4-3, the age demographics of the community study area reflect a substantially lower percentage of the population under the age of 18 (7.5 percent) than the county (21.4 percent) and a substantially higher percentage population over the age of 65 (40.0 percent) than the county (22.4 percent). Elderly and young population groups are considered more susceptible to the negative environmental effects resulting from construction and transportation projects (e.g., health impacts, air quality, noise, etc.). When compared to the county at 43.8 percent and the state at 37.2 percent, the community study area has a higher percentage, 47.5 percent, of population that is young or elderly.

Communities with a higher percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to their communities. This is because the elderly population, which includes retirees, often tend to be more active in the community because they have more time available for volunteering and participating in social organizations. The community study area has a higher elderly population than the county.

Table 4-3. Age Statistics

Area	Total Under 18		Total 18 to 64		Total Elderly (65+)		Percent Under 18 and Elderly	Median Age
	Total	Percent of Population	Total	Percent of Population	Total	Percent of Population		
California	8,992,432	22.8	24,793,042	62.8	5,669,879	14.4	37.2	37.0
Mendocino County	19,587	21.4	51,450	56.2	20,497	22.4	43.8	43.6
Community Study Area	156	7.5	1,087	52.5	827	40.0	47.5	57.8

Source: U.S. Census Bureau, ACS 2021 5-year data (Table IDs B01001 and B01002)

4.1.1.2 Neighborhoods, Communities, and Community Character

The community study area is primarily rural, with the Pacific Ocean on the west and the community of Albion spanning both sides of the river. The existing developed land uses include the community of Albion, scattered rural residences, a small number of commercial/retail properties, and an inn along the coast. The community of Albion contains a small cluster of residences north of the Albion River Bridge, along Albion Little River Road, and another small cluster of residences south of the bridge, along Albion Ridge Road, East Lane, and Albion Street. Communities are often delineated by physical barriers such as transportation infrastructure, large open spaces, and natural features such as rivers. Albion is delineated by natural features like the Pacific Ocean, Albion River, the geography of coastal bluffs, and dense timberland. Pedestrian and bicycle crossing is limited over the river. SR 1 crosses the Albion River at its mouth in the study area. The next crossing of the Albion River is not a state highway and not passable for all vehicles; it is located 5.5 miles northeast of Albion with a driving

distance of 29 miles. As described in Section 1.4.1, Existing Conditions, the Albion River Bridge is a historic wooden deck truss bridge and is touted as the only remaining wooden bridge on SR 1. Dramatic views of the bridge are visible from the nearby town of Albion.

During circulation of the project's Notice of Intent (NOI) to prepare an environmental impact statement, a virtual public scoping meeting was held on May 5, 2022 to provide the public with the most recent opportunity to voice comments regarding the project. During this meeting, 14 community members provided comments indicating they feel the existing bridge is iconic and that it defines them as a unique coastal community. They view it as a beautiful cultural artifact of their community. Of the 18 comments voiced during the public meeting, 14 comments were in support of rehabilitating the existing bridge rather than the proposed bridge replacement. Of the 17 written comments submitted during the public comment period for the NOI, 14 comments were in opposition to bridge replacement and three comments were in support of bridge replacement.

The existing bridge is a unique and important visual element that contributes to the Albion community's sense of place and history, and helps define its community character. Visual quality is a key element within this rural and coastal character. The Albion River Bridge connects the coastal bluffs across the mouth of the Albion River. The existing bridge is a timber truss bridge that rises 155 feet above the river. Coastal bluffs rise above the Pacific Ocean on either side of the canyon and transition from coastal prairie grasslands to coastal forest, moving upslope. The bridge is visible from surrounding areas, including from Albion Flats, Albion Ridge, Albion River, and the coast. Residents, motorists on local roadways, and recreationists view the bridge, which has a strong horizontal and vertical form. The bridge's series of towers dominate views from nearby community facilities and residences; the towers extend across the mouth of the river valley, forming a sort of curtain. Though its lattice towers are see-through, they obstruct views beyond the bridge. Overall, the outstanding scenic quality of the rugged coastal landscape and deep river valley contribute to the community character in Albion.

4.1.1.3 Housing

Tables 4-4 and 4-5 show housing characteristics in the state, county, and community study area. In 2021, the available housing in the community study area (1,529 units) represented approximately 3.7 percent of the county's total housing stock (41,276 units). Housing characteristics within the community study area vary from the housing characteristics in the county and state. A higher percentage of vacant housing units are available within the community study area (36.7 percent) compared to the county (17.2 percent). Higher vacancy may indicate more housing units owned by persons who have a primary residence elsewhere; in other words, many homes in the community study area may be second homes or vacation homes that are not primary residences. An informal search of the vacation rental sites Airbnb and VRBO list 18 and 9 vacation rentals in Albion, respectively (Airbnb 2023; VRBO 2023).

Table 4-4. Selected Housing Characteristics

Area	Total Housing Units	Percent Vacant	Percent Single-Family Units	Average Household Size (Persons)	Percent Occupied Housing That is Owner-Occupied	Median House Value ($)[1]	Median Rent ($ per month)[1]
California	14,328,539	7.8	68.5	2.92	55.5	538,500	1,586
Mendocino County	41,276	17.2	86.3	2.61	60.3	388,500	1,134
Community Study Area	1,529	36.7	99.2	1.90	69.9	532,800	1,233

Source: U.S. Census Bureau, ACS 2021 5-year data (Table IDs B25002, B25003, B25010, B25024, B25064, and B25077)
Notes:
[1] ACS 2020 5-year data was used for median rent and median house value in all areas, due to unavailability of more recent data for Mendocino County.

Table 4-5. Householder Tenure

Area	Year Householder Moved into Unit by Percentage					
	2019 or Later	2015 to 2018	2010 to 2014	2000 to 2009	1990 to 1999	1989 or Earlier
California	9.3	28.5	19.7	20.7	11.3	10.6
Mendocino County	6.4	25.4	15.9	22.5	13.9	15.8
Community Study Area	4.3	17.3	16.7	11.3	25.7	24.6

Source: U.S. Census Bureau, ACS 2021 5-year data (Table ID B25038)

Rural areas and other communities that have large seasonal populations (e.g., vacation destinations) have unique characteristics that can lead to challenges when using the ACS data. The ACS collects data throughout the calendar year and counts residents at their "current residence" (provided their stay exceeds two months). Estimates of characteristics such as housing vacancy or income may fluctuate depending on the timing of the data collection.

Housing stock in the community study area consisted of a greater percentage of single-family units (99.2 percent) when compared to the county housing stock (86.3 percent). Although subject to debate and dependent on the geographic location and other social factors, areas with a high proportion of single-family units may be an indicator that a community has a higher degree of cohesion compared to areas with more multifamily housing.

For homes that are occupied by residents who identify the community study area as their primary residence, the community study area has a slightly higher percentage of owner-occupied units (69.9 percent) than the county (60.3 percent). However, this number does not account for vacation homes that are not primary residences for the owners. As shown in Table 4-4, 36.7 percent of homes in the community study area are considered vacant, which indicates a higher percentage of short-term vacation rentals and/or secondary homes compared

to the county (17.2 percent). Communities with a higher percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Homeowners often take a greater interest in what is happening in their communities than renters do because they have a financial stake in the community. This often translates to a stronger sense of belonging to their communities. However, this stronger cohesion may be less pronounced in the community study area since many homes seem to lack full-time residents.

The median house value in the community study area ($532,800) is substantially higher than in the county ($388,500). The median household income in the community study area ($42,717) is lower than that in the county ($52,915). The higher median house value in the community study area does not coincide with a higher median household income when compared to the county. The higher home values may be a function of the higher percentage of vacation or secondary homes and the desirable coastal location.

Communities with a high percentage of families with children are more cohesive than communities comprised largely of single people. This may be because children tend to establish friendships with other children in their communities, and the social network of children often leads to the establishment of friendships and affiliations among parents in the communities. The U.S. Census Bureau reports number of persons per household. This analysis assumes that higher persons per household translates to more families with children. There are fewer persons per household in the community study area (1.90 persons) than in the county (2.61 persons). Table 4-3 shows that a lower percentage of the population is under the age of 18 years in the community study area (7.5 percent) compared to the county (21.4 percent). Based on fewer persons per household and a smaller percentage of the population under the age of 18 years, the community study area population likely consists of fewer families per 100 households than the county.

The community study area has a higher percentage of householders who have lived in their units for longer periods of time when compared to the county. The community study area consists of 24.6 percent householders who have lived in their current housing unit since prior to 1989 and only 4.3 percent householders in their current housing since 2019 as compared to the county with 15.8 percent of householders in their current housing unit since prior to 1989 and 6.4 percent householders in their current housing unit since 2019. Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community. This may indicate that residents in the community study area have lived in the area for more years, and thus may have a higher degree of community cohesion.

Housing Projection and Future Housing Needs

According to the Mendocino County General Plan Housing Element, age is an important determinant of housing demand and helps to provide a prediction of future housing needs. New household formation by young adults is spread out over a period of their mid-twenties to mid-thirties. The other prime group that drives new housing demand is near-retirees and early retirees that move to the county for quality of life. Mendocino County has over 2,200,000 acres of land; however, approximately 20 percent of the land is under the ownership or control of federal, state, and local agencies. Of the land in private ownership, 60 percent is used for

agriculture or timber production. In 2017 and 2018, Mendocino County experienced multiple large-scale wildfires with devastating consequences for residents and businesses and the loss of hundreds of homes. In this rural area, there are few construction and development companies able to build homes. The Regional Housing Needs Plan (MCOG 2018) identified the need for 1,349 new housing units between 2018 and 2027 within unincorporated Mendocino County. The Mendocino County General Plan and Community Specific Plans call for concentrating new development near population and employment centers to maintain the natural resources of the county. Albion is not a population or employment center, however, 24 parcels were identified for potential development as single-family residences (MCOG 2018).

Mendocino County is experiencing a housing shortage. There is an acute shortage of rentals, both apartments and family homes. See Section 4.2, Economic Conditions for more information on housing shortages and affordability in the county.

Household Income

As shown in Table 4-6, the average household size in the community study area (1.90 persons) is substantially smaller than in the county average (2.61 persons). Median household incomes within the community study area ($42,717) were lower than in the county ($52,915). The percentage of individuals living below the federal poverty level within the community study area (16.9 percent) is slightly higher than in the county (15.8 percent). Alternatively, the number of families living below the federal poverty level within the community study area (7.9 percent) is markedly lower than that of the county (11.5 percent). This may be due in part to the smaller percentage of families in the community study area when compared to the county. See Section 4.5, Environmental Justice for more discussion on poverty levels used in this analysis.

Table 4-6. Selected Income Characteristics

Area	Average Number of Persons per Household	Median Household Income[1]	Percent of Individuals Below Federal Poverty Level	Percent of Families Below Federal Poverty Level
California	2.92	$78,672	12.3	8.7
Mendocino County	2.61	$52,915	15.8	11.5
Community Study Area	1.90	$42,717	16.9	7.9

Source: U.S. Census Bureau, ACS 2021 5-year data (Table IDs B17012, B19013, B25010, S1701)
Note: [1] U.S. Census Bureau, ACS 2020 5-year data was used for median household income due to unavailability of more recent data for the community study area.

4.1.2 Environmental Consequences

4.1.2.1 Regional Population Characteristics

Build Alternatives

As described in Section 3, Growth, the build alternatives would improve the safety of crossing the Albion River. However, these alternatives would not remove an impediment to growth, provide an entirely new public facility, or provide new access to previously unserved areas.

The build alternatives would improve access for multimodal transportation. Alternative 1 (West Alignment) and Alternative 3 (On-Alignment) could require the temporary relocation of the campground manager's residence and would likely require the temporary relocation of the campground manager from the residence for the duration of the project. Although permanent relocation of the campground manager residence is not expected with Alternatives 1 and 3, the decision regarding permanent relocation or acquisition would be made during the ROW phase in discussion with the campground owners. Alternatives 1 and 3 would not require the full acquisition of residential or commercial properties, or permanent displacement of any residence or business.

Alternative 2 (East Alignment) would require the permanent relocation of the campground manager's residence and temporary relocation of the manager from that residence as the existing structure would be within the new bridge alignment. The structure would be removed from its current location and either demolished or relocated, depending on discussion with the campground owners during the ROW phase. No other residential structures would be affected. See Section 4.4, Relocations and Real Property Acquisition for more information.

The project would not affect traffic volumes or patterns in the land use study area. Therefore, the project would not alter the regional population. Refer to Section 4.4, Environmental Justice for a discussion of effects on low-income populations.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect regional population characteristics due to construction.

In the event of seismically-induced or tsunami-induced damage to, or failure of, the Albion River Bridge, SR 1 travelers would be directed to follow a 126-mile detour on state routes until the bridge could be repaired or replaced. Local travelers would likely elect to use an unmarked 28-mile detour route through winding rural roads to the next closest crossing of Albion River. Caltrans cannot predict how long this detour would last, because its duration would depend on the nature of the seismic event and the circumstances in the surrounding populated areas. Additionally, there would be a high probability of persons avoiding the project area until access can be restored, which could result in substantial economic loss to local businesses. Closure or loss of the existing bridge would have the greatest impact on the daily activities and community facilities for the residents of Albion. The No-Build Alternative has the potential for adverse effects to the Albion community if bridge failure occurs.

4.1.2.2 Neighborhoods, Communities, and Community Character

Community character is a function of the residents, history, and environmental setting of a neighborhood. The following sections address changes in air quality, noise, and visual resources for the land use study area and the Albion community.

Build Alternatives

Under all build alternatives, there would be no permanent adverse change in cohesion of neighborhoods in the land use study area. The project would occur within and adjacent to the existing Caltrans ROW.

During construction, lane closures, traffic control, and bridge closure would temporarily disrupt circulation across Albion River within the community, potentially affecting community cohesion. The temporary impacts on vehicle accessibility and circulation during construction would be minimized through implementation of a TMP; see also Chapter 5, Traffic and Transportation, Pedestrian, and Bicycle Facilities.

The build alternatives would improve community cohesion by providing a safer pedestrian link over the river, connecting the north and south areas of the land use study area and the Albion community. Currently, residents drive over the bridge to reach community services, businesses, and neighbors on the other side of the river. The existing bridge lacks adequate shoulders for pedestrians and bicyclists, and the timber bridge rails do not meet safety standards. The project would provide long-term benefits for community cohesion by providing safe and reliable multimodal access across the Albion River.

The build alternatives would improve resilience to catastrophic events (earthquakes, sea level rise, tsunamis). The new bridge would improve community access to emergency services in case of natural disasters and other events. By improving safety, the build alternatives improve community cohesion and provide a more structurally sound bridge to aid in local response to emergencies.

The project would also remove a pollution burden in this community. The existing bridge has preservative-treated timbers in a state of ongoing deterioration, which presents a contaminant leaching risk to the environment. Replacement of the existing bridge would eliminate this pollution burden.

The build alternatives would result in minor changes in access to local roads, including realigning Albion River North Side Road to intersect Albion Little River Road east of SR 1 to improve intersection operation and sight distance and reconstructing Albion Little River Road intersection with SR 1 to conform with new SR 1 alignment and profile. Additionally, the access road to the Albion Campground would be improved for construction access; these roadway improvements are permanent and benefit the community. These types of changes in access would improve intersection operations and would not adversely affect local residents and tourists accessing the campgrounds or adversely affect community cohesion. For community members driving across the bridge, the build alternatives would improve sight distances and safety.

The project would not result in land use changes, increase roadway capacity, relieve congestion, cause new businesses to relocate to the area, or stimulate additional development. The project would not divide an existing community or create barriers to access within the land use study area or Albion community.

During construction, air pollutant emissions and noise from construction activities could temporarily affect community character for residents and businesses near the construction site. The *Air Quality Report* completed for the project (Caltrans 2023a) concludes that short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other construction activities, as well as emissions from construction equipment powered by gasoline and diesel engines, but Caltrans' standard specifications, BMPs, and Mendocino County Air Quality Management District requirements would minimize release of fugitive dust and toxic air contaminants (Caltrans 2023a). Therefore, short-term release of air pollutants would not adversely affect community character.

Construction-related noise would temporarily affect community character. A *Noise Study Report* (Caltrans 2024a) was prepared to address potential noise impacts, including short-term noise impact during construction. The report concluded that the beach area and picnic areas near the bridge would be exposed to high noise levels during pile driving for the new bridge foundation and temporary work structures, and during other construction phases. However, access to these areas would be restricted during construction, which would minimize exposure in the community to substantial construction noise. Construction noise would be intermittent, temporary, and monitored and controlled in accordance with Caltrans standardized project measures (Appendix B), so the effect of construction noise on community character would be short-term. (Caltrans 2024a)

For some residents, the project would change their perception of community character due to the local importance of the existing bridge. The bridge is iconic, and some community members feel the existing bridge defines them as a unique coastal community. Replacement of this historic bridge would change their sense of historic and aesthetic community character.

Community members have expressed concern that a wider, concrete bridge would adversely alter the rural character of the land use study area and Albion community. The existing Albion River Bridge is listed on the California Register of Historical Resources and the National Register of Historic Places, and the structure itself is an Albion community symbol. Impacts related to the historic nature of the Albion River Bridge have been analyzed in the Historic Property Survey Report prepared for the project. A VIA was prepared to analyze aesthetics and is summarized here (Earthview Science 2024).

As described in Section 4.1.1.4, Neighborhoods, Communities, and Community Character, the bridge is an important contributing visual element to the Albion community's sense of place and history. Under Design Options 1A, 2A, and 3A, the bridge would be replaced by a non-arch design bridge with prominent horizontal decks and 2 to 3 piers or sets of piers. Although the non-arch design options allow for continuity of views by removing the lattice towers, this design option bridge is unlikely to be considered unique or memorable and would make the bridge appear utilitarian, more like a continuation of the highway. Design Options 1B and 2B include arch designs with box girder approaches. The arches create a focal point other than the bridge deck, produce a distinctive look, and provide a gateway between the campground and the beach. Visual simulations of the build alternatives, as seen from Albion River South Side Road looking west, are provided in Appendix C. The VIA concludes that the non-arch design options

(Design Options 1A, 2A, and 3A) would have a high visual impact for viewers in surrounding areas such as residents, recreationists, tourists, and local workers, and the arch design options (Design Options 1B and 2B) would have a moderate high impact for the same viewers.

For those viewers most familiar with the visual character of the existing bridge, the character of the community of Albion would change due to loss of its historic bridge and replacement with a modern structure. This change may be perceived by long-term residents as disconnecting the community from its history and tradition. However, the new bridge would not alter the rural character of the community setting and would allow for expanded views from the community to the ocean and surrounding landscape, a key draw for tourists and recreation users. The bridge replacement is needed for safety and practicality, and many (but not all) viewers would acclimate to the new visual environment relatively quickly. Caltrans will continue to work with community members to offset the sense of loss in community character through the incorporation of community input into the design of the new bridge and historic bridge mitigation.

The California Coastal Act maintains that SR 1 must remain a scenic, two-lane roadway, where roadway improvement projects must not distract from the rural scenic characteristics of the present roadway. Under the build alternatives, the Albion River Bridge would be replaced with a somewhat wider concrete structure. All build alternatives would satisfy the CCC's standards for maintaining a two-lane, scenic rural highway once construction is complete.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect community character or cohesion. However, over time, the existing bridge would continue to deteriorate, becoming increasingly susceptible to significant damage and/or failure due to the marine environment, a seismic event, heavy cyclical loads, and/or a tsunami. Under the No-Build Alternative, the bridge would require extensive recurring maintenance and structural improvement projects. A catastrophic failure would disrupt community cohesion, dividing the community until a replacement bridge is completed. Likewise, frequent maintenance also disrupts community cohesion by requiring bridge or lane closures during repairs.

4.1.2.3 Housing

Build Alternatives

Mendocino County is experiencing a housing shortage. There is an acute shortage of rentals, both apartments and family homes. Community residents have expressed concern that during the lengthy construction period, construction workers would rent any available housing in Albion and the surrounding areas, causing housing impacts on the local residents by reducing housing options even further. However, experience with Caltrans construction projects, including the Noyo Harbor Bridge Replacement project, has demonstrated that construction workers who need housing tend to rent local hotel and motel rooms rather than occupy longer-term rental housing. Construction workers may elect to stay in Fort Bragg where there are more motel options and commute the 17 miles to Albion. Overall, the project would not contribute to permanent changes in the housing characteristics of the land use study area and county.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this option would not affect housing in the land use study area.

4.1.3 Avoidance, Minimization, and Mitigation Measures

The Avoidance, Minimization, and Mitigation Measures (AMMs) listed below would help reduce impacts on community character and cohesion in the land use study area. Caltrans would implement AMMs to reduce the potential for construction noise impacts and impacts to visual resources, which influences community character. Measures to help offset the loss of the historic bridge structure are being determined through the National Historic Preservation Act Section 106 consultation process. Public participation and input into crafting measures appropriate to local conditions is an essential element in the Section 106 process. Potential historic bridge measures included below would further minimize effects on community character (see historic bridge).

The following AMMs to avoid or minimize noise impacts resulting from project construction and visual impacts would be incorporated into the project. Since they will help to minimize community character impacts, they are considered community character measures:

- When feasible, noise-generating construction activities would be restricted to between 7:00 a.m. and 7:00 p.m. Monday through Saturday, with no construction occurring on Sundays or federal holidays. If work is necessary outside of these hours, notifications would be made to interested parties in advance and additional noise controls would be implemented where practical and feasible.

- All internal combustion engine driven equipment would be equipped with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines within 100 feet of residences would be strictly prohibited.

- “Quiet” air compressors and other “quiet” equipment would be used where such technology exists.

- Acoustic shielding would be provided around pile driving hammers.

- The potential for glare from bridge structure components would be avoided or minimized through the selection of materials and finishes used for bridge construction.

- The bridge barrier rail would be see-through ST-75. Aesthetic treatment, such as color and pedestrian railing design, would be applied to the bridge railing to increase its visual compatibility.

- Bridge structures such as retaining walls and wing walls would be aesthetically treated with color, texture, and/or patterns to increase visual compatibility with the surrounding environment.

- All disturbed soil areas that were previously vegetated, including temporary access roads, construction easements, and staging areas, would be restored to a natural contour and planted with regionally appropriate California native species plants that would not block existing views at their mature height.

- Albion Campground facilities, such as but not limited to grass, gravel, and hookups, would be restored, or replaced to their original condition if disturbed by construction activities.

- Caltrans would work with community members to offset effects on scenic views through incorporation of community input into the identification and design of landscape amenities to enhance views and provide opportunities for passive recreation.

- Additionally, in accordance with Caltrans standardized project measures, construction lighting would be limited to within the area of work where feasible, and no permanent lighting is proposed for the project to maintain the current bridge's nighttime visual and community character and avoid impacts to night skies for this rural community.

Measures to help mitigate for the loss of the historic bridge will be finalized through the Section 106 process. These measures may include, but are not limited to:

- Recording the historic bridge using Level I or II Historic American Engineering Record (HAER) documentation, with copies to be held at local historical repositories and made available to the public. The HAER documentation would follow National Park Service guidelines for formal archival documentation, which consists of measured and interpretive drawings, historical reports, and large-format photographs.

- Preparation of public interpretative materials such as website materials and/or a short film about the history of the bridge that could be shared through a local historical society, Mendocino County, and/or schools.

- Preparation of a commemorative monument, interpretive exhibit(s) and/or plaque(s) on the new bridge. The interpretive display could incorporate original bridge materials salvaged from the bridge.

- Reuse of some portion of the original bridge's fabric in the new bridge design.

4.2 Economic Conditions

This section addresses the economic impacts of the project, including effects on local businesses in the land use study area and construction effects on the local community.

4.2.1 Affected Environment

4.2.1.1 Regional Economy

Mendocino County is known for its distinctive Pacific Ocean coastline and its majestic redwood forests. The wine grapes and wine production and timber/forest products industries support a large part of the local economy, while the rural nature of the area provides a niche market for microbreweries, artisans, and a developing legalized cannabis production industry (County of Mendocino 2021b). Losses in sales tax and transient occupancy tax revenues due to the COVID pandemic greatly affected Mendocino County. The pandemic also had a negative effect on many sectors of the agribusiness economy, primarily disrupting labor supply. Timber was the leading agricultural commodity in 2020, followed by wine grapes. The labor force in June of 2021 was 37,150 people, of which 2,460 were unemployed for an unemployment rate of 6.6 percent. The median home price in Mendocino County has generally increased each year since 2012.

Mendocino County's economy and workforce are changing. In the past, county residents have counted on seasonal crops, the timber and fishing industries, and tourism for most of their jobs. With the decline in natural resource extraction over recent years, the county workforce has responded by becoming increasingly more diversified. Large employers were the government sector, trade, transportation, and utility industry, and the leisure and hospitality industry. Areas with the highest anticipated growth for this region are earth drillers, roofers, dry wall installers, heating/air/refrigeration workers, and construction trade helpers. The service industry currently provides the largest number of jobs. (County of Mendocino Development Element 2020c)

Table 4-7 summarizes the economic statistics by business type for the State of California and Mendocino County. Economic statistics are not provided at the census tract level. According to data compiled by the U.S. Census Bureau in the 2017 Economic Census (U.S. Census Bureau 2017), the majority of jobs in Mendocino County were in healthcare and social assistance, retail, and accommodation and food service, which is consistent with statewide employment. Manufacturing is also a large employment sector in the county. Retail trade sales and receipts in the county were more than 10 percent higher than manufacturing and more than twice that of wholesale trade, followed by healthcare and social assistance. Despite healthcare and social assistance ranking fourth in sales or receipts for the county, it ranks the highest in payroll. Other top earners in the county are in the retail trade and manufacturing sectors.

Table 4-7. Business Sector Information for State of California and Mendocino County

Business Type	Number of Businesses (Percent)		Sales or Receipts (Percent)		Annual Payroll (Percent)		Number of Employees (Percent)	
	State	County	State	County	State	County	State	County
Totals	673,975	1,892	$3.53 Trillion	$4.01 Billion	$8.2 Billion	$7.7 Million	$13.5 Million	21,499
Utilities	0.1%	N/A	N/A	N/A	0.9%	N/A	0.5%	N/A
Manufacturing	5.2%	6.4%	14.5%	19.5%	9.3%	15.6%	8.6%	11.5%
Wholesale Trade	7.5%	3.9%	33.8%	15.1%	8.2%	5.1%	6.4%	4.0%

Business Type	Number of Businesses (Percent)		Sales or Receipts (Percent)		Annual Payroll (Percent)		Number of Employees (Percent)	
	State	County	State	County	State	County	State	County
Retail Trade	10.4%	21.0%	16.9%	31.7%	6.6%	17.6%	12.8%	21.5%
Transportation and Warehousing	3.0%	3.0%	2.8%	1.8%	3.5%	3.1%	4.0%	2.3%
Information	2.6%	1.6%	N/A	N/A	13.1%	1.8%	5.0%	1.3%
Finance and Insurance	4.3%	3.0%	N/A	N/A	9.0%	3.7%	4.8%	2.8%
Real Estate, Rental, and Leasing	6.6%	6.0%	3.1%	2.4%	2.2%	2.3%	2.3%	2.5%
Professional, Scientific, and Technical Services	17.4%	9.0%	8.5%	1.9%	14.5%	3.5%	9.2%	2.9%
Administrative, Support, Waste Management, and Remediation Services	5.7%	5.7%	4.1%	3.4%	9.1%	4.4%	11.6%	3.6%
Educational Services	1.5%	1.0%	0.3%	0.2%	0.4%	0.5%	0.9%	0.9%
Healthcare and Social Assistance	13.8%	10.8%	8.8%	13.2%	14.6%	27.2%	15.1%	20.8%
Arts, Entertainment, and Recreation	3.7%	2.7%	1.5%	1.5%	2.1%	2.3%	2.6%	3.4%
Accommodation and Food Services	10.0%	17.2%	3.8%	6.6%	4.6%	10.0%	12.9%	19.2%
Other Services (Except Public Administration)	8.2%	8.9%	1.8%	2.7%	1.9%	2.9%	3.2%	3.3%

N/A: Not Available
Source: U.S. Census Bureau 2017 Economic Census (Table ID EC1700BASIC)

4.2.1.2 Employment and Income

The major employers in Mendocino County are primarily in Ukiah. This includes, but is not limited to, county services, Costco, Ukiah Valley Medical Center, Mendocino Community Health, Walmart, Mendocino College Book Store, Pacific Coast Farm Credit, Sawmill, Ukiah City Civic Center, and Ukiah High School. Other large employers include Mendocino Redwood Company in Calpella; Coyote Valley Casino; Fetzer Vineyards in Hopland; Frank R. Howard Memorial Hospital, California Department of Forestry and Fire Protection, and Metalfx in Willits; Mendocino coast District Hospital, Pacific Medical Resources, and Safeway in Fort Bragg; and Mendocino County Sheriff in Point Arena (California Employment Development Department 2023). Table 4-8 provides information on major employment sectors in the state, county, and community study area.

Table 4-8. Employment Characteristics

Employment Area	Percentage of Workforce		
	California	Mendocino County	Community Study Area
Management, business, science, and arts occupations	41.1	32.2	39.5
Service occupations	17.7	21.8	12.5
Sales and office occupations	20.4	22.8	26.7
Natural resources, construction, and maintenance occupations	8.9	13.2	19.6
Production, transportation, and material moving occupations	11.9	10.0	1.8

Source: U.S. Census Bureau 2021 5-year data (Table ID C24060)

According to the U.S. Census Bureau, the state had an available labor force of 20,129,162. Comparatively, Mendocino County had an available labor force of 42,629, and the community study area had an available labor force of 1,065 (U.S. Census Bureau 2021).

Table 4-9 gives employment statistics and labor force composition. The unemployment rate in the community study area (10.3 percent) is higher than in the county (8.5 percent). The composition of the labor force is consistent across the geographic regions with women comprising approximately half of the labor force (range of 45.7 to 48.1 percent). The labor force of employed persons who are college educated is notably higher in the community study area (72.8 percent) than in the county (57.4 percent).

Table 4-9. Employment and Labor Force Composition

Area	Number Persons in Labor Force[1]	Number of Persons Employed	Number of Persons Unemployed	Percent Unemployed	Percent Women in Labor Force	Percent Employed and College Educated[2]
California	20,129,162	18,676,721	1,303,741	6.5	45.7	64.4
Mendocino County	42,629	38,972	3,606	8.5	46.7	57.4
Community Study Area	1,065	955	110	10.3	48.1	72.8

Source: U.S. Census Bureau 2021 5-year data (Table IDs B23001 and B23006)
Notes:
[1] Labor Force: Aged 16 years and older
[2] College Educated Population: Aged 25 years and older with more than a high school education.

Commute Patterns

The Albion River presents a natural physical barrier to traveling within the land use study area. The first bridge crossing the Albion River was built in 1861, however, the crossing was low and only accessed by treacherous grades up and down the bluffs on either side of the river. The existing bridge was completed in 1944. It provides the only crossing of the Albion River for several miles. The next crossing of the Albion River is not a state highway and not passable for all vehicles; it is located 5.5 miles northeast of Albion with a driving distance of 29 miles.

Limited connectivity across rivers creates longer trip lengths, greater dependence on automobiles, concentrated vehicle traffic flows on existing bridges and their connecting approach roadways, and a barrier to economic activity, social exchanges, recreational opportunities, and access to jobs in the four city centers within Mendocino County and beyond.

Table 4-10 shows the mode of transportation to work by percentage for workers aged 16 years and older. Transportation modes to work for commuters in the community study area follow the same trend as Mendocino County and the state with the greatest percentage of workers driving alone. The community study area has a higher percentage of people walking or biking to work (11.7 percent) than the county (6.5 percent). The community study area has 16.3 percent of workers working from home compared to the county with 9.2 percent of workers working from home.

Table 4-10. Transportation to Work

Area	Total Number Workers[1]	Percent Drove Alone	Percent Carpool	Percent Public Transpor-tation	Percent Other	Percent Walk/Bike	Percent Work from Home
California	18,239,892	72.1	10.0	4.6	1.6	3.4	8.4
Mendocino County	36,083	73.4	10.0	0.2	0.7	6.5	9.2
Community Study Area[2]	891	56.0	14.5	0.0	1.6	11.7	16.3

Source U.S. Census Bureau, ACS 2021 5-year data (Table ID B08301)
Notes:
1 Workers aged 16 years and older.

Table 4-11 shows commuting patterns and the location of employment relative to area of residence for workers over the age of 16 who did not work from home. The percentage of people working inside the county where they live in the community study area (96 percent) is higher than in the county (nearly 93 percent). The percentage of people working inside their place of residence in the community study area (28.6 percent) is lower than in the county (45.3 percent). In general, communities with a high percentage of the population that reside and work in the same county or place of residence tend to demonstrate higher levels of involvement and interaction within their communities.

The percentage of people who commute for less than 30 minutes in the community study area (68 percent) is lower than in the county (76.7 percent); however, the percentage of people who commute for less than 30 minutes in the community study area and in the county are much higher when compared to the state (56 percent). Communities with a high percentage of the population with shorter travel times to work are generally more cohesive than communities with longer commute times. When people spend less time commuting, they have more time to engage in their local communities and greater cohesion is demonstrated.

Table 4-11. Commuting Patterns

Area	Work Inside County of Residence	Work Outside County of Residence	Work Inside Place of Residence[1]	Work Outside Place of Residence	Travel Time to Work[2] <30 Minutes[3]	Travel Time to Work 30 to 60 Minutes[3]	Travel Time to Work >60 Minutes[3]
California	83.5%	16.0%	39.6%	60.4%	56.1%	31.2%	12.7%
Mendocino County	92.8%	6.8%	45.3%	54.7%	76.7%	15.4%	7.9%
Community Study Area	96.0%	3.5%	28.6%	71.4%	68.0%	32.0%	0.0%

Source: U.S. Census Bureau 2021 5-year data (Table IDs B08007, B08008, and B08303)
Notes:
[1] Place of residence is defined as a city or CDP.
[2] Travel Time to Work percentages calculated using total number of workers, excluding those working from home.
[3] U.S. Census Bureau 2020 5-year data was used for travel time to work due to lack of availability of more recent data for community study area.

Jobs-Housing Balance

The jobs-housing balance is the ratio of jobs to housing in a given area. If the jobs-housing ratio is too high, adequate housing may be unavailable or unaffordable for workers in that area, contributing to traffic congestion. If the jobs-housing balance is too low, this may indicate inadequate job availability for area residents. According to a Mendocino County Economic Forecast (County of Mendocino 2021b), the jobs that were lost in 2020 were anticipated to be recovered in 2022, and the labor market would enter an expansion period in 2023. Over the 2021 to 2026 forecast period, total employment in Mendocino County is expected to increase by 4,300 jobs. Job creation during the forecast period will come from government, leisure services, healthcare, and agriculture, with the agriculture employment sector expanding the fastest as cannabis growers continue to enter the legal market. While the number of jobs will increase, the population is forecasted to decline through at least 2030. Housing production is expected to average 150 to 200 units per year from 2021 to 2026, consisting primarily of single-family homes.

Mendocino County is experiencing a housing shortage. There is an acute shortage of rentals, both apartments and family homes. As a major tourist destination, there has been a trend of single-family homes being converted to short-term vacation rentals or being purchased as vacation homes by people who live elsewhere. Outside investors have bought up properties in the county and rent them through Airbnb and other such services, taking much needed housing stock off the market for permanent residents. Laws limiting or blocking short-term rentals have been passed in some incorporated areas, but short-term rentals have proliferated in unincorporated parts of the coast such as the community of Albion.

According to the Mendocino Institute report on affordable housing (Mendocino Institute 2002), local specialists in vacation rentals such as Mendocino coast Reservations and Century 21 manage hundreds of rental properties. Properties can be rented short-term at a higher nightly rate than long-term rentals to steady tenants. There are also federal tax deductions for short-term rentals, including depreciation, furnishings, cleaning/maintenance fees, marketing, home office deduction, mortgage interest and insurance, and other indirect expenses.

Rental unit supply has historically been limited in the inland valleys due to a lack of land suitable for multifamily development. In the coastal areas, the use of residential structures as vacation rentals has lowered the overall supply of potentially rentable units, and coastal development restrictions prevent additional density increases that could alleviate the situation. The lack of available affordable housing in the county is impacting job recruitment (County of Mendocino 2021b).

4.2.1.3 Business Activity

Employment centers are concentrated in the four incorporated areas within Mendocino County, the majority of which are located near the county seat of Ukiah.

The Albion community offers bed and breakfast hotels, some with in-house restaurants, a grocery store, hardware store, post office, and little commerce beyond tourism and limited fishing enterprises. The main businesses in the land use study area include:

- SCP Mendocino Coast Lodge (formerly Albion River Inn)
- Ledford House Restaurant
- Albion Grocery
- Village True Value Hardware
- Albion River Campground and Marina
- Schooner's Landing Campground, temporarily closed for restoration

4.2.1.4 Fiscal Conditions

The Mendocino County *Comprehensive Annual Financial Report, Fiscal Year Ended June 2021* (County of Mendocino 2022) reported the following: property taxes generated $55.7 million (M) for an 8.2 percent increase over 2020; local sales and use taxes generated $31M for a 25.4 percent increase over 2020; and other taxes generated $14.7M for an increase of 33.4 percent over 2020, largely due to an increase in room transient occupancy taxes and new campground/recreation facilities transient occupancy taxes (to be used for fire protection).

The California Department of Tax and Fee Administration's (CDTFA) *2019–2020 Annual Report* (CDTFA 2021) reported that local sales and use tax revenue distributed to Mendocino County for fiscal year 2019–2020 was $16.1 million. The final two quarters of this period were severely impacted by the global COVID pandemic, with accelerated taxable sales growth by online sellers compared to severe losses in taxable sales for restaurants and bars. Timber production for Mendocino County in 2019 was reported as 120,288 board feet (quantity cut and scaled) for a market value of $61.5 million and $1.8 million timber tax revenue.

4.2.2 Environmental Consequences

4.2.2.1 Regional Economy

The project is located on the way to tourist destinations along SR 1 such as Mendocino and Fort Bragg to the north, and Point Arena to the south. SR 1, also known as the Pacific Coast

Highway, is itself a tourist destination and one of the most popular road-trip routes traveled for its coastal scenic views.

Build Alternatives

For all build alternatives, vehicular access across the Albion River would be preserved during construction with the exception of a single nighttime full bridge closure, which would require a 126-mile detour on state highways. Although access across the Albion River Bridge would be maintained, periods of traffic congestion and delays would occur during one-way traffic control and short-term (25-minute) bridge closures. Each build alternative differs in the construction duration and number of days of reversing one-way traffic control or temporary closure that would be required; refer to Section 6.1, Access, Circulation, and Parking for more information on traffic control and detours during construction.

Increased traffic delay from speed reduction and reversing one-lane traffic control during the construction period may influence some regional visitors to delay their visit. However, tourists would still have access to local businesses and the local community would continue to patronize local businesses. The build alternatives could temporarily reduce regional tourism and cause short-term economic impacts in the land use study area. Sales tax revenue may decrease in the land use study area but increase elsewhere in the community study area and county at other nearby tourist destinations as tourists seek recreation options outside the area influenced by construction traffic and disturbance.

Construction of the project would generate direct and indirect temporary economic activity, including the purchases of goods and services and employment of workers required for construction in the land use study area. According to construction cost estimates developed by the applicant, the project would cost between $66 million and $93 million, depending on the selected alternative. The employment and income effects generated by construction expenditures would be spread over the period required to construct the project. The extent of the economic impact of construction expenditures on the local economies of Albion, Fort Bragg, and the surrounding region would depend on the proportion of construction expenditures that occurred in the land use study area and county and on the residential location of persons employed by construction contractors for the project. To assist the local economy, the contractor would advertise project-related job opportunities locally and can provide project employees working on the project with information about local stores (e.g., Albion Grocery, Albion Post Office, Village True Value Hardware, local gas stations) and hotels or venues for project-related lodging, meetings and events (e.g., SCP Mendocino Coast Lodge, Ledford House).

The build alternatives would not cause permanent changes that would alter regional economic conditions in the land use study area. The bridge replacement is not anticipated to affect property values nor alter traffic patterns on SR 1 on a permanent basis.

Alternative 2 (East Alignment) would result in the permanent conversion of an estimated four campsites, the campground manager's office, and a portion of the westernmost boat launch parking area at the Albion Campground. The permanent loss of these campsites would not have a substantial effect on the regional economy. Based on review of aerial photographs and

periodic site visits, the campground is rarely at capacity, so loss of the four sites is unlikely to have a ripple effect on the region's tourism economy. As discussed in Section 2.5, Parks and Recreation, alternative camping opportunities exist throughout the county to offset this loss in the region's recreation sector. This impact is further discussed under Section 4.2.2.2, Employment and Income.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect the regional economy. If the bridge failed or was closed for lengthy repairs, there would be economic impacts from the lack of access and delays for commuters and commercial vehicles using detours.

4.2.2.2 Employment and Income

Employment and income impacts are related to business activity. A discussion of project impacts on local businesses in the land use study area is discussed below.

Alternative 1 (West Alignment)

Construction of Alternative 1 would provide jobs for a short time; it would not provide new long-term jobs.

During construction of Alternative 1, there may be short-term adverse impacts on existing jobs in the land use study area. For example, the Ledford House Restaurant employs about 14 people. The busy season is from July through September, and the restaurant serves a mix of about 50 percent locals and 50 percent tourists. The business owner does not expect that construction noise or dust would affect the business because construction on SR 1 is common; however, the owner is concerned that tourists and visitors could instead choose to visit nearby Mendocino, which contains many dining choices. The owner also expressed concern that construction would affect the commute of her employees, who primarily commute from Fort Bragg. If the business were to experience a decline in patronage, the owner would potentially have to reduce the number of employees (Geer personal communication).

Alternative 1 would require temporary closure of the Albion Campground and Albion Beach during construction, estimated between 37 months (Design Option 1A) and 38 months (Design Option 1B). The marina and café would remain open; however, the number of visitors is anticipated to be less than under a No-Build Alternative. The campground employs between six and eight people during the peak summer season. Temporary changes in seasonal staffing levels and employment of the campground manager would be determined by the owner of the Albion Campground.

Alternative 2 (East Alignment)

Similar to Alternative 1, Alternative 2 would require temporary closure of the Albion Campground and Albion Beach during construction, estimated between 37 months (Design Option 2A) and 38 months (Design Option 2B). Alternative 2 would also require permanent

acquisition of a portion of the campground resulting in the loss of campsites. Based on the preliminary design for the east alignment alternatives, it is estimated that Alternative 2 would affect approximately four campsites and a portion of the westernmost boat launch parking area. Until an alternative is selected, and the design is more refined, the number of campsites displaced is preliminary. Alternative 2 would also require the permanent relocation, or acquisition of, the campground manager's residence because it would be within the alignment of the new bridge. Permanent relocation of the campground manager's residence within the campground could result in the loss of an estimated one or two campsites. Loss of campsites could have a long-term adverse effect on the Albion Campground's income.

Alternative 3 (On-Alignment)

Consequences of Alternative 3 on employment and income would be similar to those described with Alternative 1; however, the half-width construction would require the most workdays (1,270) of all build alternatives. Alternative 3 would require the longest temporary closure of the Albion Campground and Albion Beach (59 months) and have the largest temporary impact on income and employment for the Albion Campground and other local businesses in the land use study area.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect employment or income in the land use study area. The purpose and need of the project would not be met.

4.2.2.3 Business Activity

Economic impacts on business activity in the land use study area and Albion community would be largely a function of the duration of construction activity; therefore, the build alternatives with the shortest construction period would have the least impact on tourism-related business activity, employment, and income.

Alternative 1 (West Alignment)

Alternative 1 would not change the locations of employment centers. There would be temporary traffic delays on SR 1 during construction that could result in temporary effects on access to businesses in and near the land use study area. Reduced business activity at stores, restaurants, and inns in the land use study area is expected during the construction period since a drop in tourism and recreation has ripple effects in the local economy. However, construction workers may patronize businesses near the construction limits, which may have a positive effect on local businesses such as the hardware store and the grocery store, and would help offset adverse effects on business activity dependent on campground users and recreationists. Construction workers also may use the local inn or campground for housing. Additionally, the contractor would advertise project-related job opportunities locally and can provide project employees working on the project with information about local stores (e.g., Albion Grocery, Albion Post Office, Village True Value Hardware, local gas stations) and hotels or venues for project-related lodging, meetings and events (e.g., SCP Mendocino Coast Lodge, Ledford

House). The construction period would be between approximately 37 months (Design Option 1A) and 38 months (Design Option 1B), and total estimated working days would be between 785 days (Design Option 1A) and 809 days (Design Option 1B).

Temporary closure of the campground and construction-related disturbances would have an adverse effect on local businesses in the land use study area during the construction period, especially during the busy summer tourist season, which coincides with construction activities. For example, the SCP Mendocino Coast Lodge (formerly Albion River Inn) contains 22 rooms and a restaurant, the Albion River Inn Restaurant, and is also a venue for weddings and other events. The restaurant and bar are frequented by a mix of tourists and locals, with the busiest season during the summer months (i.e., July through September). The lodge and wedding venue are used primarily by tourists. Multiyear construction would likely deter visitors, who have options further north, where construction impacts such as noise, dust, and views of equipment would not be felt. Because the lodge is located north of the bridge and advertises itself as close to Mendocino, it is possible that the rooms would be rented despite construction as tourists expand their search for places to stay near Mendocino. It is less likely that tourists would use the outdoor venue for weddings or other events during the construction period.

In addition to the SCP Mendocino Coast Lodge, the Ledford House Restaurant, Albion Grocery (and gas station), Village True Value Hardware Store, and short-term vacation rentals in the area would likely experience a drop in tourism-related business over the three-year construction period.

Under Alternative 1, the bridge alignment would be moved further west of the existing bridge, closer to the beach and further from the campground. The Albion Campground has three permanent structures and their website shows 107 campsites. Some recreationists use this campground for the marina, whereas others use it for passive recreation, such as camping and beach access. The Albion Campground would be encumbered by construction equipment and materials staging and no visitor access would be permitted to the campsites during the construction period. Other Albion Campground facilities (e.g., campground office, parking lot, restrooms, picnic area, the dock and marina, and the café) would remain open to visitors using the existing vehicle access from Albion River North Side Road or by watercraft through the existing outlet. The river outlet would remain open during construction, except when closures within the project limits are necessary to facilitate bridge construction or bridge removal. Alternative 1 would require river outlet closure within the project limits for between 90 days (Design Option 1A) and 110 days (Design Option 1B).

A dock and marina for small watercraft is located along the northern shoreline, alongside the campgrounds. It is anticipated that the marina would remain open during construction of the project, although it is likely that construction activity would deter marina visitors due to construction noise, visual impacts, and periodic river outlet closures under the bridge. During daytime construction activities, some marina users may be out on the ocean fishing, kayaking, or diving. Any temporary trestle(s) crossing the river for construction purposes would require provisions to provide continued access to the ocean with safe passage for small watercraft. Access to the river for recreational use within the project limits would be temporarily prohibited during construction for the safety of workers and the public. The duration of river outlet closure

would be the same as the days of outlet closure described above. Recreational opportunities along the river at the marina and upstream of the construction limits would remain available to boaters and anglers throughout construction. Albion Beach would be closed for the duration of the project construction; closure duration for each alternative is described above. The campground, beach, and periodic river outlet closures would affect local businesses that rely on seasonal visitors.

Alternative 1 would result in fewer bridge piers within Albion River and on Albion Beach than the existing bridge. The replacement bridge would be a less dominant feature in the views from the Albion Campground toward the coastal bluffs and the ocean. Alternative 1 would modify the existing setting for the Albion Campground and Albion Beach, however, it would not have long-term adverse effects on the campground. Following construction, the campground and beach would continue to function as privately owned and operated facilities as they did prior to construction.

Alternative 2 (East Alignment)

Alternative 2 would be similar to Alternative 1, except that the bridge alignment would be moved further east of the existing bridge, closer to the campground and further from the beach. With Alternative 2, the campground manager's residence either would be permanently relocated further east on the campground property or would be permanently acquired. The decision to relocate or acquire will be determined in negotiation with the owner after a preferred alternative is selected. Relocation of the campground manager's residence within the campground will be decided by the campground owner and could result in a permanent loss of one to two campsites. Based on the preliminary design for the east alignment alternatives, it is estimated that Alternative 2 would also permanently affect approximately four campsites and a portion of the westernmost boat launch parking area. Until an alternative is selected, and the design is more refined, the number of campsites displaced is preliminary. Shifting the bridge alignment east would not be expected to affect the desirability of the remaining campsites since the existing campsites are located very close to the existing bridge now.

Temporary impacts on business activity discussed under Alternative 1 would occur for approximately three years.

Alternative 3 (On-Alignment)

Alternative 3 would be similar to Alternative 1, except that it would not result in a substantial change to the existing alignment. Based on the half-width construction of an on-alignment bridge, Alternative 3 would require the longest construction period (1,270 workdays over 5 construction seasons [Table 2-4]) and the most river outlet closure days (130) of all the build alternatives. Therefore, it is assumed that Alternative 3 would have the largest adverse, yet temporary, impact on business and economic conditions in the land use study area.

No-Build Alternative

There would be no change to the regional economy, employment, income, or business conditions under the No-Build Alternative.

In the event of seismically induced or tsunami induced damage to, or failure of, the Albion River Bridge, SR 1 travelers would be directed to follow a 126-mile detour on state routes until the bridge could be repaired or replaced. Local travelers would likely elect to use an unmarked 28-mile detour route through winding rural roads to the next closest crossing of Albion River. Caltrans cannot predict how long this detour would last, because its duration would depend on the nature of the seismic event and the circumstances in the surrounding populated areas. Additionally, there would be a high probability of persons avoiding the project area until access can be restored, which could result in substantial economic loss to local businesses.

In a catastrophic event and failure of the existing bridge, the number of tourists and other daily visitors who travel SR 1 through the land use study area would likely be reduced until a replacement bridge could be built. The economic impacts of this reduction would be detrimental to the businesses in the region, particularly those depending on tourism. Closure or loss of the bridge would have the greatest impact on the daily activities and community facilities for the residents of the land use study area and Albion community. The No-Build Alternative has the potential for adverse effects to the regional economy, employment, income, and business conditions.

4.2.2.4 Fiscal Conditions

Build Alternatives

For all build alternatives, construction-related reductions in business activity in the land use study area would result in temporary changes in sales taxes revenue. Construction expenditures would generate a temporary increase in regional economic activity, which may help offset fiscal impacts to the local economy. These effects would be temporary.

The build alternatives would not cause substantial permanent changes that would alter fiscal conditions in the land use study area. The bridge replacement would not affect property values nor alter traffic patterns on SR 1 on a permanent basis. Properties that require partial acquisition would have their assessed property tax adjusted after State acquisition, which could affect the County's property tax income. Table 4-12 presents an estimate of the reduction in annual property tax revenue resulting from each alternative. This analysis uses County assessor tax bills from 2022 and assumes the tax would be prorated based on parcel size. Based on this analysis, the projected tax base reduction would range from about $740 a year (Alternative 3) to $1,750 a year (Design Option 2A). This change would be negligible for the County, which receives an estimated $55.7 million per year in property tax revenue.

Table 4-12. Estimated Annual Property Tax Revenue Loss by Alternative

Alternative	Estimated Property Acquisitions (Square Feet)	Estimated Annual Property Tax Reduction[1]
1A	129,531	$905.87
1B	129,531	$905.87
2A	149,491	$1,750.13
2B	108,154	$1,329.17
3A	78,686	$739.81

Note:
[1] Property tax revenue change is based on 2022 property tax bill records (Mendocino County Assessor), prorated by the percent of parcel to be acquired.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect fiscal conditions in the land use study area.

4.2.3 Avoidance, Minimization, and Mitigation Measures

Financial compensation will be provided for property loss and relocation expenses. Upon final project approval, Caltrans Division of ROW will initiate good faith negotiations with affected property owners for the fair market value acquisition of property rights, including if there are any severance damages required for construction in the manner proposed by the approved and permitted alignment. Any eligible displaced occupants will be provided relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Caltrans standardized project measures require the contractor to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zone. The contractor would implement a planned public outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule as part of the construction contract. Message boards and/or other messaging systems would inform the public of extended bridge closure a minimum of 7 days in advance. With implementation of Caltrans standardized project measures, no additional AMMs are required.

4.3 Community Facilities and Services

This section provides a summary of community facilities, emergency services, and utilities in the land use study area, as well as potential project effects on these facilities and services.

4.3.1 Affected Environment

Community facilities within the land use study area include the Albion School, a grocery store, hardware store, and a post office (Figure 2-1). Residents of the Albion community share these services and know and interact with the owners and each other at these facilities. The Albion Grocery is involved with the community. They provide a daily fishing report, surf reports, tide and tsunami run-up charts, and sell locally grown produce (in-season) from the many nearby

farms, as well as locally made wine. Albion School, in addition to functioning as the local elementary school, also serves as a meeting place for the Albion Little River Volunteer Fire Department and the Albion Community Advisory Board (ACAB). The ACAB was formed by community members to review studies related to the proposed bridge project and increase community involvement in the environmental process of the project (Albion Community Advisory Board 2022). Through the ACAB, Albion residents have expressed concern for their community, individually and collectively, through public meetings and other forums (e.g., public comment letters, a community Facebook page). Parks and other recreational facilities are described in Section 2.5, Parks and Recreation. There are no known senior centers, hospitals, clinics, community centers, or museums in the land use study area.

Community events sponsored by private businesses help build the close-knit community feel in the land use study area. For example, Farm Mendocino hosts community events several times throughout the year such as the spring and holiday makers markets and a series featuring a local musician. Ledford House hosts fundraisers, a music festival, and quirky special events such as a Bastille Day Celebration.

Located on the highly scenic Mendocino coast, the land use study area contains features that attract tourists, including the SCP Mendocino Coast Lodge (formerly Albion River Inn), Ledford House Restaurant, campgrounds, and marinas that are popular for fishing, kayaking, and diving. However, tourists have many choices along the coast and can go approximately 6 miles north on SR 1 to the village of Mendocino or 15 miles north on SR 1 to the city of Fort Bragg. Both areas have multiple options for lodging, dining, and recreation.

4.3.1.1 Community Facilities

The study area is served by the Mendocino Unified School District. The nearest elementary school is Albion School, located at 30400 Albion Ridge Road, approximately 3 miles east of the project limits. Mendocino K–8 School and Mendocino High School are located approximately 6 miles north of the project area in the village of Mendocino. The bridge is an important travel corridor for school access; the Mendocino Unified School District bus route uses the bridge daily during school instruction, with daily stops between Albion School on Albion Ridge Road and Mendocino High School, including a stop at the Albion Store. The Albion Biological Field Station is located at 34000 Albion Street, approximately 0.3 mile east of the Albion River Bridge. It is a research and education facility owned and operated by the private Pacific Union College. This facility also offers retreats and educational opportunities to the public.

Mail deliveries to and from the U.S. Postal Service (USPS) Albion Post Office, located at 34900 Albion River Road, include use of the bridge. USPS mail route 95410-H071 serves the community of Albion south of the bridge as well as some addresses along SR 1 north of the bridge. The Little River mail route 95456-H081 covers addresses along Albion Little River Road north of the bridge. Therefore, SR 1 in the project area is an important transportation corridor for mail delivery.

4.3.1.2 Emergency Services

Police Protection

The Mendocino County Sheriff's Office provides police protection in the study area. The nearest station is in Fort Bragg, about 15 miles north of the project area.

Fire Protection

The study area is served by the Albion Little River Fire Protection District (FPD), which provides structural fire protection, first responder for emergency medical services and hazardous materials incidents, vehicle rescue and extrication, cliff and ocean rescue, and fire prevention and employs approximately 25 trained staff/volunteers. The FPD receives approximately 200 calls per year, most of which are related to medical aid. Although there is not an official response time goal, the FPD aims to respond to calls as quickly as possible. The district is located between Little River Airport Road on the north and State Highway 128 on the south and extends inland for approximately 6 miles. It is an approximately 40-minute drive from one end of the district to the other. They have five fire stations, with the main station location at 32600 Albion Ridge Road and another station located adjacent to the project limits at 34920 Albion Street, behind the Albion Grocery.

The California Department of Forestry and Fire Protection provides wildland fire protection during wildfire season and auto aid, with the nearest stations in Mendocino and Point Arena.

Other entities that provide aid include Mendocino coast Hospital, which provides advanced life support ambulance service; Elk Fire and Anderson Valley Fire, which provide basic life support ambulance service; and Calstar and REACH, which both provide air ambulance service (Williams personal communication).

Evacuation Route

In addition to its use by emergency responders, SR 1 in the project area is a dedicated evacuation route in the event of wildfire.

4.3.1.3 Utilities

Utilities and infrastructure facilities located in the project area include a three-wire power line and telephone line that are parallel to the existing structure, along the eastern side and approximately 40 feet clear of the Albion River Bridge eastern railing. Poles for these lines are located on the hillsides near each abutment. Underground utilities also serve the Albion Campground and the campground manager's residence located approximately 50 feet east of the existing bridge. Under all build alternatives, coordination with utility providers will be conducted to verify utility locations during the design phase of project development. Potholing would be used, as needed, to determine the location of existing underground utilities during the design phase.

4.3.2 Environmental Consequences

4.3.2.1 Community Facilities

Build Alternatives

The alternatives would not permanently affect community facilities in Albion.

The Albion School is 3 miles east of SR 1 and is not anticipated to be affected during construction. The Albion Grocery, Village True Value Hardware, and post office are located on Albion Ridge Road in proximity to the Albion River Bridge, where construction and staging would take place. The stores and post office would both remain open, parking would not be affected, and access would be maintained. Both facilities serve the local community, who are likely to continue using these services. In addition, construction workers would be anticipated to use the services of the grocery store, especially the deli.

In accordance with standard Caltrans protocol, a TMP would be developed to manage circulation and access during construction. Caltrans standard project measures require the contractor to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zone. The contractor would implement a planned public outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule as part of the construction contract. Message boards and/or other messaging systems would inform the public of extended bridge closure a minimum of 7 days in advance.

Table 5-1 in Chapter 5, Traffic and Transportation provides information on the number of construction seasons, traffic control days (flagger and signal controls), and nighttime closures by alternative. Flagger days involve one-way traffic control for 10 hours per day with flaggers for staging and setup, road widening, alignment tie-in, bridge removal, and bridge work. Signal control is used for longer-term, one-way traffic control and would be in effect for 24 hours per day, 7 days per week during bridge work. One nighttime full bridge closure would require a detour of approximately 126 miles along other state routes (Figure 1-8). The nighttime closure would occur as a 10-hour night closure from 8:00 p.m. to 6:00 a.m.) The night closure would be needed for bridge work under all build alternatives.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would have no impact on community facilities. However, as discussed in Section 4.2.2, Environmental Consequences, seismically induced or tsunami induced damage to, or failure of, the Albion River Bridge would have detrimental effects on community facilities until the bridge could be repaired or replaced. Closure or loss of the bridge would adversely affect community facilities.

4.3.2.2 Emergency Services

Build Alternatives

In accordance with standard Caltrans protocol, a TMP would be developed to manage circulation and access during construction. Caltrans standardized project measures require the contractor to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zone. The contractor would implement a planned public outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule. Message boards and/or other messaging systems would be used to inform the public of full bridge closures two weeks in advance as part of the project specifications and construction contract. Consistent with Caltrans BMPs, all emergency response agencies in the project area would be notified of the project construction schedule. The construction contractor would coordinate with emergency services and prepare a contingency plan to accommodate emergency services during closures. The Albion Fire Station is located behind the Albion Grocery Store and accessed from Albion Street, between the hardware store/post office building and the grocery store. Access to the Albion Fire Station located behind the Albion Grocery would be maintained at all times. Equipment or materials staging within the TCE located on the fire station parcel (APN 123-150-48) would not at any time interfere with the ability of fire fighters to respond to emergency calls.

No-Build Alternative

The No-Build Alternative would have no immediate effect on emergency services. If load limits are imposed on the existing bridge in the future, this would affect the ability of the fire department to transport full pumper fire engines across the Albion River. As discussed in Section 4.2.2, Environmental Consequences, seismically induced or tsunami induced damage to, or failure of, the Albion River Bridge would have devastating effects on emergency services, response times, and evacuation options until the bridge could be repaired or replaced. Closure or loss of the bridge would adversely affect emergency services and response.

4.3.2.3 Utilities

Build Alternatives

The build alternatives would require utility relocations. A three-wire power line and telephone line would be temporarily relocated during construction as needed. It is likely that these lines would be permanently relocated to conduits on the bridge. The private utilities of the campground will be protected in place during project construction. As necessary, placement of import borrow or base rock would be used to protect the campground's underground facilities (i.e., water, sewer, and electrical lines) from heavy traffic loads associated with construction equipment.

Final approval of utility relocations would depend upon agreements between Caltrans and utility providers. There would be no change in the services provided to customers following project construction; however, there could be short-term minor disruptions during construction. Any

required utility coordination and service disruptions would be minimized to the extent feasible and communicated with customers in advance of any disruption to allow for alternative service arrangements. All utility work would be handled by the utility companies involved.

No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not affect utilities. The purpose and need of the project would not be met.

4.3.3 Avoidance, Minimization, and Mitigation Measures

In accordance with Caltrans standardized project measures, a TMP would be developed to manage circulation and access during construction. Implementation of a TMP will minimize temporary delays to community facilities and emergency services. All emergency response agencies in the Project area would be notified of the Project construction schedule and would have access to SR 1 throughout the construction period. Caltrans standard practices for utility relocation would be followed, which would minimize disruption of utility service.

Additionally, the following AMMs would avoid or minimize impacts on emergency service providers and would be incorporated into the project.

- A contingency plan would be prepared in coordination with emergency services to accommodate emergency vehicles at all times, including provisions for access across the bridge for all vehicles during evacuation (i.e., wildfires).
- Access to the Albion Little River Fire Protection District fire station at 34920 Albion Street, Albion, CA would be maintained at all times during construction.

4.4 Relocations and Real Property Acquisition

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), became effective January 2, 1971. In it, the United States adopted measures to be uniformly applied whenever the federal government acquired real property or when property acquisition involved the use of federal funds. The Uniform Act set minimum standards of benefits and compensation for relocation advisory and financial benefits, and established basic standards and requirements for appraisal and acquisition to be followed in acquiring real property. The Uniform Act is not an entitlement program, but rather a reimbursement program to assist in relocating to a new site. It requires that relocation assistance be provided to any eligible person, business, farm, or nonprofit operation displaced because of the acquisition of real property by a public entity for public use.

Chapter 10 of the *Caltrans Right-of-Way Manual* (Caltrans 2022b) covers the policies and procedures for implementing the Relocation Assistance Program (RAP) in accordance with the Uniform Act and California Government Code, Chapter 16, Section 7260, et seq. A person, business, farm, or nonprofit organization displaced by a public project may be entitled to relocation benefits if they are in occupancy of the property being acquired at the time of the initiation of negotiations. There is also a Nonresidential RAP to help businesses, farms, and

nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. A tenant displaced from real property is also entitled to relocation benefits. RAP may provide advisory assistance in the form of current lists of properties offered for sale or rent. Payments may include searching, moving, and re-establishment expenses or a fixed in lieu payment.

4.4.1 Affected Environment

The project area is primarily rural, with the Pacific Ocean on the west and the community of Albion to the southeast. As described in Chapter 2, land uses in the project area are designated as commercial, fishing village, range land, remote residential, rural residential, and rural village (County of Mendocino 2009). The existing developed land uses include scattered rural residences and small clusters of residences both north and south of the Albion River. The Albion Campground is located immediately east of the Albion River Bridge and the Albion Beach is located immediately west of the bridge. The Albion River meets the Pacific Ocean in Albion Cove, approximately 170 feet west of the Albion River Bridge. There are several commercial/public land uses nearby, including the Albion Grocery, U.S. Post Office, Village True Value Hardware, and Albion Little River Volunteer Fire Department. Commercial uses west of SR1 include the SCP Mendocino Coast Lodge (formerly Albion River Inn) located north of the Albion River, and the Ledford House Restaurant located south of the Albion River.

4.4.2 Environmental Consequences

The existing Caltrans ROW for the Albion River Bridge is 100 feet wide, 50 feet on either side of the existing bridge centerline. TCEs are areas outside the Caltrans ROW that would be needed during construction of the project, such as for access and staging of equipment and supplies. Acquisition is required for areas that will be permanently converted to a transportation use. There would be ROW acquisition and TCEs under all build alternatives. The amount of land affected varies based on the selected alternative. Final determinations of ROW and TCE needed for the project will be made during the final design phase. Appendix A includes tables showing the estimated ROW by parcel (APN) for all build alternatives and figures that depict estimated ROW locations for each build alternative.

A TCE for staging, material and equipment storage, and for the bridge removal trestle would be required for the Albion Campground, APN 123-170-01, and Albion Beach, APN 123-040-07 for all build alternatives. The proposed TCE for staging encompasses the majority of the campground, with the exception of the permanent structures on the campground's eastern portion (i.e., store, café, restroom). The campground and beach would be closed for the duration of the project; the duration of closure varies based on the selected alternative. The marina located on the far eastern end of the campground is not included in the TCE and would remain open during construction.

An equipment access road would be constructed from SR 1 to the equipment and materials staging area at the Albion Campground. The access road would be constructed along or adjacent to Albion River North Side Road and would be graded and surfaced (e.g., base rock or asphalt). Improvements to Albion River North Side Road will remain following construction and

will be relinquished to Mendocino County. The improved Albion River North Side Road will provide improved access to the Albion Campground. A driveway may be constructed to provide access to a staging area on APN 123-140-22 from SR 1, dependent on whether the contractor elects to use an existing gate located west of the proposed driveway. If a driveway is built for construction access, and depending on coordination with the property owner during the ROW phase, the proposed driveway could be temporary and restored to pre-project conditions following construction. The driveway could also be permanent. Additional work to conform driveways to widened shoulders would be required at three APNs on the north side of the bridge; APN 123-050-28, 123-060-21, and 123-040-06. The extent of work required will depend on the preferred alternative.

The existing Albion Campground sign is located on Albion River North Side Road at its intersection with SR 1. Albion River North Side Road would be realigned to join Albion Little River Road, east of SR 1, as one component of the project. Therefore, the Albion Campground sign would be relocated from Albion River North Side Road to Albion Little River Road. No other sign relocation would be required as part of the project.

To allow safe and direct access to the work zone, the campground manager's residence may be temporarily relocated under build alternatives 1 and 3, and permanently relocated under Alternative 2. The residence is a manufactured home that is currently located on the north side of the Albion River, approximately 50 feet east of the existing Albion River Bridge, that could either be acquired or relocated to the east side of the campground property. Determining its temporary location, or acquisition, would be negotiated with the property owner(s). A *Relocation Impact Memorandum* (Caltrans 2023c) (Appendix A) indicates that the campground manager is a tenant who is eligible for relocation benefits and assistance. Also, once the new bridge is constructed, the portion of the campground property that is no longer needed for transportation within the current easement may revert to the owner; the final determination of property to be returned to the landowner would be made during the final design and ROW phase.

Additional TCEs required for all build alternatives would potentially include the following parcels:

Developed Parcels: TCEs

- APN 123-330-09-00 located east of Spring Grove Road and west of SR 1 (north half), at southwest corner of intersection. This parcel is the location of Ledford House. The portion of the parcel to be used is undeveloped.

- APN 123-140-07 (northeasterly portion) along the west side of SR 1, approximately 130 feet north of Spring Grove Road. This parcel is the location of an automobile service station (possibly no longer in use—there is no sign on the building and no listing for its address) and a residence (possibly no longer in use).

- APN 123-150-04 (eastern side and sliver on west). This parcel is a single-family residence.

- APN 123-040-06 (sliver frontage along highway) and 123-030-09 (sliver on southeastern corner) on the west side of SR 1 and approximately 600 feet north of the bridge. 123-040-06 is the SCP Mendocino Lodge and 123-030-09 is recreational residential.

- APN 123-060-21 (slivers adjacent to driveway access) along the east side of SR 1 and approximately 750 feet north of the bridge. Parcel is the Hughes Llama Farm. Wooden fencing is located along SR 1, less than 8 feet from edge of roadway.

Undeveloped Parcels: TCEs

- APN 123-140-22 along the west side of SR 1 (entire parcel). Parcel is range land.

- APN 123-150-48 (entire parcel), 123-150-47 (entire parcel), 123-150-45 (entire parcel), 123-170-15 (western half), 123-170-16 (southern corner) located east of SR 1, between Albion Ridge Road and the Albion River. This parcel is undeveloped land under the class of utilities, Mutual Water or Light companies, and vacant residential.

- APN 123-140-10 along west side of SR 1, on south side of the Albion River. This parcel is range land.

- APN 123-040-07 along the west side of the Albion River Bridge, crossing the river where it meets the ocean. This parcel is vacant commercial.

- APN 123-050-30 and 123-050-31 along the north side of Albion Little River Road, approximately 300 feet east of SR 1. These parcels are vacant residential.

- APN 123-050-28 (southern half) along east side of SR 1 and approximately 400 feet north of the bridge. This parcel is vacant residential.

- APN 123-060-12 along east side of SR 1 and approximately 1,450 feet north of the bridge (west quarter). This parcel is recreational residential.

All build alternatives would require permanent ROW acquisition on the east side of SR 1 where Albion River North Side Road would tie into Albion Little River Road and along the east side of SR 1 north of the bridge to accommodate shoulder widening. Additional acquisition would potentially include the following parcels:

- APN 123-050-12, the southeast corner of Albion Little River Road and SR 1. This parcel is vacant residential.

- APN 123-050-03 and 123-050-27 along east side of SR 1 and approximately 500 feet north of the bridge. These parcels are vacant residential.

- APN 123-060-21 (sliver of frontage along highway) along east side of SR 1 and approximately 750 feet north of the bridge. This parcel is the Hughes Llama Farm. Wooden fencing is located along SR 1, less than 8 feet from edge of roadway.

Estimated TCE and permanent acquisition by build alternative is provided in Appendix A.

These acquisitions are not expected to cause a substantial adverse effect on community cohesion or character. The areas in which acquisitions would occur are adjacent to SR 1, and the relocation or acquisition of the one residential structure located in the campground would not alter the existing community character. The settings of these properties currently include highway infrastructure. Additionally, the cohesion of the overall community in which the acquisitions would occur would not be affected. There would be no dividing of neighborhoods, and no separation of residents from community facilities. No community facilities would be displaced.

4.4.2.1 Alternative 1 (West Alignment)

In addition to the TCEs and permanent acquisition listed above for all build alternatives, permanent ROW acquisition would be necessary along the west side of SR 1 between Albion Ridge Road and the SCP Mendocino Coast Lodge (formerly Albion River Inn). TCEs would be necessary along the westerly side of the west alignments for the temporary construction trestle, at the SCP Mendocino Coast Lodge parking lot for shoulder widening, and at various driveways through the project limits for driveway conforms.

The west alignment alternative may allow for leaving the campground manager's residence in place or returning it to its current location after construction is complete. However, negotiations with the campground owners during the ROW phase may result in the permanent relocation or acquisition of the campground manager's residence. Permanent relocation of the manager's residence could displace one or two campsites. The location of the former residence could also be replaced with campsites, to offset an overall loss of campsites. Alternatively, the campground owners may elect to permanently relocate or replace the manager's residence at a new location.

Alternative 1 would require approximately 21.38 acres of TCE and 3.04 acres of permanent acquisition. See figures in Appendix A.

4.4.2.2 Alternative 2 (East Alignment)

In addition to the TCEs and permanent acquisition listed above for all alternatives and for the build alternatives, permanent ROW acquisition would be necessary along the east side of SR 1 between Albion Ridge Road and the SCP Mendocino Coast Lodge. Compared to Alternative 1 (West Alignment), the Alternative 2 would not affect as much property on the west side of SR 1 and would not encroach on Albion Beach.

Alternative 2 brings SR 1 closer to the village of Albion and encroaches into the campground and onto the campground manager's private residence located on the campground flat. Design Options 2A and 2B would require permanent acquisition of approximately 1.46 and 0.90 acres, respectively, from the campground parcel, representing less than 10 percent of the total parcel. Based on the preliminary design for the east alignment design options, it is estimated that Alternative 2 may permanently affect approximately four campsites, the campground manager's residence, and a portion of the westernmost boat launch parking area. The number of campsites displaced is preliminary until an alternative is selected and the design is more refined. Alternative 2 would require permanent relocation or acquisition of the campground

manager's residence because it would be within the new bridge alignment. Permanent relocation of the manager's residence could displace campsites, resulting in a permanent reduction of an estimated one or two campsites.

Alternative 2 would require between 19.08 (Design Option 2A) and 22.96 (Design Option 2B) acres of TCE and between 3.50 (Design Option 2A) and 2.55 (Design Option 2B) acres of permanent acquisition. See figures in Appendix A.

4.4.2.3 Alternative 3 (On-Alignment)

Temporary and permanent ROW acquisitions for the Alternative 3 are similar to those for Alternative 1 (West Alignment) with the exception that there is a shift to more TCE area and less acquisition area for the parcels west of the bridge.

The on-alignment alternative may allow for leaving the campground manager's residence in place or returning it to its current location after construction is complete. However, negotiations with the campground owners during the ROW phase may result in the permanent relocation or acquisition of the campground manager's residence. Permanent relocation of the manager's residence could displace campsites, resulting in a permanent reduction in available campsites by an estimated one or two campsites. The location of the former residence could also be replaced with campsites to offset an overall loss of campsites. Alternatively, the campground owners may elect to permanently relocate or replace the manager's residence at a new location.

Alternative 3 would require 22.71 acres of TCE and 1.87 acres of permanent acquisition. See figures in Appendix A.

4.4.2.4 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not require the relocation of the campground manager's residence nor the acquisition or TCE of any properties.

4.4.3 Avoidance, Minimization, and Mitigation Measures

There is a campground containing a manager's residence that is a permanent structure; determining its temporary location, or acquisition, would be negotiated with the property owner(s). The manager's residence could either be acquired for the project, temporarily or permanently relocated to the east side of the property, or replaced at a new location. Aside from the manager's residence, there are no employee structures within the proposed acquisition area to be considered for relocation assistance. The rental vacancy rate in Albion, and Mendocino County as a whole, is much lower than the California state average. Therefore, it cannot be determined at this time that there will be sufficient relocation properties for the eligible tenant(s) within the community. Any eligible displaced occupant will be provided relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

Any person (individual, family, corporation, partnership, or association) who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or is required to relocate as a result of a written notice from Caltrans from the real property required for a transportation project may be eligible for relocation assistance. All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all displaced residents free of discrimination.

Caltrans would provide financial compensation for property loss and relocation expenses, as outlined in the Uniform Relocation Act. Details regarding the principal benefits and services available to displaced residents are discussed in Chapter 10 of the *Caltrans Right-Of-Way Manual*. No further AMMs are required.

4.5 Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Impacts and benefits of transportation projects result from the physical construction of such facilities and from their ability to improve or impede access to and from neighborhoods and other portions of the region. The environmental justice analysis in this section examines whether the improvements would benefit low-income and minority communities equitably, whether ethnic minority and/or low-income populations in the project area would experience disproportionately adverse effects, and whether the effects experienced by such populations would be inconsistent with the benefits created.

The concept of environmental justice stems from federal and state laws and policies developed to protect the civil rights of minority and low-income populations and to make the decision-making process for federally funded projects free from discrimination. A brief description of these applicable regulations is provided below.

Title VI of the Civil Rights Act and Executive Orders 12898 and 14096. This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and EO 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” EO 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal or federally funded projects on minority and low-income populations.

Executive Order 14096–Revitalizing Our Nation’s Commitment to Environmental Justice for All was enacted on April 21, 2023. EO 14096 on environmental justice does not rescind EO 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” which has been in effect since February 11, 1994, and is currently implemented through U.S. Department of Transportation (USDOT) Order 5610.2C. This

implementation will continue until further guidance is provided regarding the implementation of the new EO 14096 on environmental justice.

Federal Highway Administration Environmental Justice Strategy. Adopted in 1997 and updated in 2012, the USDOT Environmental Justice Order (Department Order 5610.2(a)) promotes the principles of environmental justice in USDOT programs, policies, and activities. The FHWA issued its own environmental justice guidance (FHWA 2015), which outlines three main principles underlying environmental justice:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income groups.

Under this guidance, public agencies are obligated to disclose any adverse effects of transportation plans, programs, and projects that fall disproportionately on low-income and minority communities, to rigorously examine alternatives that could eliminate or reduce the severity of such effects, and to make certain that these communities receive an equitable distribution of the benefits of transportation investments.

California Laws and Regulations. "Environmental Justice" is defined in California law as the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies (California Government Code Section 30107.3[a]). California legislation and guidance issued in recent years aims to more comprehensively address environmental justice issues, including Senate Bill 1000 (2016) and 535 (2012) and Assembly Bill (AB) 1550 (2016), AB 617 (2017), and the Governor's Office of Planning and Research *2020 General Plan Guidelines, Environmental Justice Element*. Senate Bill 1000 requires that general plans include an environmental justice element, or related goals, policies, and objectives in other general plan elements, with the goal of reducing the disproportionate health risks in disadvantaged communities, promoting community engagement, and prioritizing improvements that address the needs of at-risk communities. In June 2020, the Office of Planning and Research published updated General Plan Guidelines, which include revised guidance in response to Senate Bill 1000. To help address communities disproportionately burdened by sources of pollution, Senate Bill 535, AB 1550, and AB 617 prioritize the spending of proceeds from the state's cap-and-trade program to reduce greenhouse gases on projects that benefit disadvantaged communities or occur within them.

4.5.1 Affected Environment

For this analysis, environmental justice communities are defined consistently with the FHWA environmental justice strategy as areas that have concentrated populations of low-income

households and communities of color. FHWA (2012, USDOT 2021a) defines low-income and minority populations as follows:

- Low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

- Low-income persons have a median household income that is at or below the Department of Health and Human Services (DHHS) poverty guidelines.

- Minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

Minority persons are defined as:

- Black: A person having origins in any of the black racial groups of Africa

- Hispanic or Latino: A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race

- Asian American: A person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent

- American Indian and Alaskan Native: A person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition

- Native Hawaiian and Other Pacific Islander: A person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands

FHWA and Caltrans recognize that federal low-income and minority thresholds may be adapted to consider regional conditions and make use of available data. For example, the U.S. Census Bureau determines the number of persons living in poverty based on its poverty thresholds, which differ slightly from the poverty guidelines defined by the DHHS. For 2021, the U.S. Census Bureau's preliminary weighted average poverty threshold for a family of two was $17,529 (U.S. Census Bureau 2022); the DHHS poverty guideline for a family of two was $17,420 (DHHS 2022). A family of two is used as the threshold since this most closely represents the number of persons per household in the community study area (1.90 persons). The thresholds from the U.S. Census Bureau and DHHS are very similar, and available census data is based on the U.S. Census Bureau's poverty thresholds; therefore, this analysis identifies low-income persons by applying the U.S. Census Bureau's poverty thresholds rather than the DHHS poverty guidelines.

The environmental justice analysis for minority and low-income populations was conducted using demographic data and income and poverty threshold data from the 2017–2021 ACS. The community study area is Census Tract 110.01, which includes the rural community of Albion and surrounding areas in Mendocino County. Mendocino County is the reference general population when making comparisons to the community study area (Census Tract 110.01). To determine a criterion for readily identifiable minority or low-income populations, a statistical analysis was performed on all census tracts in Mendocino County to determine countywide averages and standard deviation from those averages. Metrics used in the analysis included the percent of individuals below the federal poverty level and the percent minority (non-white) individuals within each Mendocino County census tract; standard deviations were determined from these data sets. Using this methodology, the following criteria readily identify minority and low-income populations in geographic proximity for this environmental justice analysis:

- The community study area is considered to have a minority population if the total percentage of minority residents is more than 15 percentage points (1 standard deviation) higher than Mendocino County as a whole.

- The community study area is considered to have a low-income population if the percentage of residents who are living below the U.S. Census Bureau's defined poverty threshold is more than six percentage points (1 standard deviation) higher than Mendocino County as a whole.

The ethnic composition presented in Table 4-2 shows that the community study area and the county as a whole is predominantly white. The community study area has a lower percentage of non-white population (10.3 percent) compared to Mendocino County (36.6 percent) so is not a readily identifiable minority community.

As depicted in Table 4-6, the community study area has a slightly higher percentage of individuals below the federal poverty level (16.9 percent) compared to Mendocino County (15.8 percent). However, the community study area has a slightly lower percentage of families below the federal poverty level (7.9 percent) compared to Mendocino County (11.5 percent). This may be a function of the older population in the community study area with fewer children (Table 4-3). The difference between individual poverty level in the community study area and the county does not exceed the criterion for readily identifiable low-income population, so the community study area is not a low-income community.

The community study area does not contain environmental justice populations.

4.5.2 Environmental Consequences

The environmental justice analysis in this section examines whether minority and/or low-income populations in the community study area would experience disproportionately high and adverse effects and whether the improvements would benefit low-income and minority communities equitably. FHWA defines a disproportionately high and adverse effect on minority and low-income populations as an adverse effect that either:

- Is predominately borne by a minority population and/or a low-income population; or

- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

In determining whether an environmental justice community would experience disproportionately adverse effects or whether impacts are predominantly borne by an environmental justice community, the analysis considers the change to the community during construction and operation of the new bridge and the resulting effects on the human and natural environment. The analysis also considers property acquisitions and relocations and changes in noise, air quality, and visual conditions attributable to the construction and operation of the project.

4.5.2.1 Build Alternatives

As discussed in Section 4.5.1, Affected Environment, no minority or low-income populations have been identified that would be adversely affected by the project. Therefore, this project is not subject to the provisions of EO 12898.

The project would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

Implementation of the project would improve the roadway safety for all users of the transportation system, regardless of race, ethnicity, or income.

4.5.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative. No minority or low-income populations have been identified.

4.5.3 Avoidance, Minimization, and Mitigation Measures

No minority or low-income populations have been identified that would be adversely affected by the project as determined above. Therefore, this project is not subject to the provisions of EO 12989. The project would benefit all members of the Albion community by providing a safe river crossing with pedestrian and bicycle improvements to link the north and south sides of the community. Implementation of AMMs described in Section 4.1.3, Avoidance, Minimization, and Mitigation Measures, would reduce adverse effects of the project on the Albion community.

4.6 Equity

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances affecting a community's mobility

and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network (USDOT 2022a, 2022b).

Equity is related to environmental justice, discussed in the previous section, but is more broadly defined. Recent laws and policies have been adopted regarding equity and the consideration of how past policies and plans have resulted in disparities for underserved and disadvantaged populations.

Executive Order 13985. EO 13985, "Advancing Racial Equity and Support for Underserved Communities Through the Federal Government" (2021), affirms that "the Federal Government should pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government." Under EO 13985, the term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans, Pacific Islanders, and other persons of color. Also included in this designation are members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. EO 13985 seeks to advance equity through various efforts, including coordinating across the federal government, identifying methods to assess equity, conducting an equity assessment in federal agencies, allocating federal resources to advance fairness and opportunity, promoting equitable delivery of government benefits and equitable opportunities, engaging with members of underserved communities, and establishing an Equitable Data Working Group.

USDOT Equity and Access Policy. The U.S. Department of Transportation's March 2021 "Equity and Access Policy Statement" (USDOT 2021b) states that "the Department is committed to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of goods and services." The policy statement reiterates USDOT's commitment to incorporating environmental justice and equity principles into transportation planning and decision-making processes, including ensuring full and equitable access to programs, activities, and services for persons with limited English proficiency, in accordance with EO 13166, "Improving Access to Services for Persons with Limited English Proficiency."

Caltrans Equity Statement. The Caltrans Equity Statement (December 10, 2020) acknowledges that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that "quite literally put up barriers, divided

communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods."

Local Agency Equity Policies. Local governments are also addressing equity in their policies and decision-making. The County of Mendocino established its Office of Equity in October 2020 in recognition of the need for a more inclusive county government. This initiative aims to organize and normalize the shifts needed within county practices, processes, policies, and structures to maintain a workforce that reflects and represents a diverse county. It aims to work in collaboration with community voices to resolve the social and systemic boundaries and obstacles that currently prohibit a diversified influence on the county (Mendocino County 2023).

4.6.1 Affected Environment

When identifying underserved and disadvantaged communities in the study area, this analysis considers historic impacts from transportation infrastructure development, existing environmental conditions and pollution burdens, health disparities that make communities more sensitive to pollution, and other socioeconomic factors that correlate with sensitivity to environmental impacts and traditionally underserved communities. Many socioeconomic characteristics of the project area are described in Sections 4.1, Population and Housing, and 4.2, Economic Conditions; please refer to those earlier sections and tables.

4.6.1.1 Historical Context

The community of Albion, which started as a mill town in the 1850s, grew and expanded through the late nineteenth century with railroad connection and wharf development until the economic collapse of 1929. The mill closed in 1928 and the railroad shut down in 1930; the town survived as a farming, fishing, and ranching community. The Albion River Bridge was constructed in 1944 during World War II. At the time, steel and concrete were scarce so the bridge was constructed of salvaged timber. Logging, fishing and ranching were the economic drivers for Albion at the time the bridge was constructed; the mill never reopened. The bridge served to connect the north and south coastal bluff areas for Albion. The bridge is the only remaining wooden bridge on SR 1 and was listed on the National Register of Historic Places in July 2017.

4.6.1.2 Disadvantaged Communities: CalEnviroScreen Model

To help identify communities that are disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution, the California Office of Environmental Health Hazards Assessment (OEHHA) developed the CalEnviroScreen mapping tool (OEHHA 2021). CalEnviroScreen identifies communities facing socioeconomic disadvantages or health disadvantages. It uses environmental, health, and socioeconomic data from state and federal government sources to score every census tract in California. The scores are generated using statewide indicators in four categories: pollution exposures, environmental effects, sensitive populations, and socioeconomic factors. CalEnviroScreen ranks census tracts (low to high sensitivity) based on their combined pollution burden and population characteristics; a percentile is then calculated from the ordered values. The California Environmental Protection Agency has defined disadvantaged communities as

those census tracts that fall in or above the 75th percentile in CalEnviroScreen, meaning the combined score is higher than 75 percent of the census tracts in California. There are approximately 8,000 census tracts in California. This information is used to prioritize projects under Senate Bill 535 and AB 1550.

The Community Study Area has a CalEnviroScreen score in the 11th percentile for pollution burden and the 21st percentile for population characteristics when compared to other census tracts in the state. This ranking indicates that the community study area is not confronted with the burdens and vulnerabilities from environmental pollutants and is not defined as a disadvantaged community. The Community Study Area has a CalEnviroScreen score in the 56th percentile for poverty. The community study area does not reach the 75th percentile in CalEnviroScreen, so is not considered a disadvantaged community.

Pollution Burden

CalEnviroScreen reports pollution burden as a summary of environmental conditions (exposures) and effects of that exposure on communities. This analysis characterizes the cumulative impact to communities from existing pollution, and how the overall pollution burden affects health and quality of life (OEHHA 2021). Exposures involve the movement of chemicals through the environment (i.e., air, water, food, soil) to an individual or population, and environmental effects are the adverse environmental conditions caused by pollution. CalEnviroScreen identifies the following indicators of human exposure to pollutants and environmental degradation caused by pollutants:

- Ozone concentrations in air
- Particulate matter (2.5 microns or less) concentrations in air
- Diesel particulate matter emissions
- Drinking water contaminants
- Children’s lead risk from housing
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic impacts
- Toxic cleanup sites
- Groundwater threats from leaking underground storage sites and cleanups
- Hazardous waste facilities and generators
- Impaired water bodies
- Solid waste sites and facilities

CalEnviroScreen groups data from these indicators to represent a cumulative pollution burden score for each census tract. The census tracts in California are ordered from highest to lowest, based on their overall score, and a percentile for the overall score is then calculated from the ordered values. The pollution burden score for the community study area is 8, which puts it in the 11th percentile compared to other census tracts in California, so is not pollution burdened.

Health Disparities and Sensitive Populations

Health factors and age contribute to the sensitivity of a population to pollution exposure. Physiological conditions such as asthma and cardiovascular disease result in increased vulnerability to pollutants. Other sensitive individuals include those with compromised immunity or lower protective mechanisms due to genetic factors (OEHHA 2021). Age is also an indicator of sensitivity to pollution burdens. Table 4-3 shows that 40 percent of the population in the community study area is over the age of 65 years, which is notably higher than the 22.4 percent of the population in Mendocino County over the age of 65 years.

Socioeconomic Factors

Underserved and disadvantaged communities include those populations that are affected by persistent poverty or who have been systematically denied full opportunity to participate in aspects of economic, social, and civic life due to a shared characteristic. Low-income and minority populations are discussed in Section 4.5, Environmental Justice. Other socioeconomic factors can be used to identify traditionally underserved populations and communities that have a heightened vulnerability to environmental pollutants. This section provides data on housing burdens and unemployment.

Housing-Cost-Burdened Households

Housing-burdened low-income households are households that are both low income and highly burdened by housings costs (OEHHA 2021). California has very high housing costs relative to much of the country, which can make it hard for many to afford housing. Households with lower incomes may spend a larger proportion of their income on housing and may suffer from housing-induced poverty. Housing affordability is an important determinant of health and well-being. Low-income households with high housing costs may suffer adverse health impacts.

As discussed in Section 4.2, Economic Conditions, housing affordability is a challenge in Mendocino County. In the community study area, 24 percent of people are both low income (making less than 80 percent of the county median family income) and severely burdened by housing costs (paying greater than 50 percent of their income to housing costs) (OEHHA 2021). The data used by OEHHA comes from the 2013–2017 ACS. Compared against statewide scores, this census tract has a percentile of 78; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of >75 has a higher rate of housing-cost burdened households than 75 percent of the census tracts in California. The community study area has a housing-cost burden that is in the >75th percentile compared to statewide scores.

Unemployment

Because low socioeconomic status often goes together with high unemployment, the rate of unemployment is a factor commonly used in describing disadvantaged communities. On an individual level, unemployment is a source of stress, which is implicated in poor health reported by residents of such communities. Lack of employment and resulting low income often constrain people to live in neighborhoods with higher levels of pollution and environmental

degradation. The unemployment indicator measures the percentage of people over 16 in the census tract who are unemployed and eligible for the workforce. The indicator excludes retirees, students, homemakers, institutionalized persons except prisoners, those not looking for work, and military personnel on active duty. In the community study area, 9 percent of adults are unemployed. The data used by OEHHA comes from the 2015–2019 U.S. Census Bureau ACS five-year summary, which differs slightly from the more recent census data presented in Table 4-9. The percentile for this census tract is 82, meaning the percent of unemployed people is higher than 82 percent of the census tracts in California. (OEHHA 2021).

4.6.1.3 EJScreen Community Profile

Similar to CalEnviroScreen, the U.S. Environmental Protection Agency's (USEPA) new environmental justice mapping and screening tool called EJScreen combines environmental and demographic indicators and provides ranked percentiles compared to statewide or national data. Like CalEnviroScreen, EJScreen consolidates publicly available data into a mapping tool. The EJScreen tool uses demographic indicators by census block group from the 2017–2021 ACS five-year summary and defines low-income as a household whose income is less than or equal to twice the federal poverty level, as defined by the U.S Census Bureau poverty threshold. The EJScreen tool environmental indicator data includes 13 environmental factors sourced from federal databases, including air toxics and hazardous materials; these factors are used to screen for areas of high pollution exposure. (USEPA 2023)

The EJScreen Community Report for the community study area (Census Tract 110.01) and Mendocino County are provided in Appendix D. Based on comparison of the countywide data to the community study area, the percentage of people of color (10 percent) and low income (36 percent) reported by EJScreen for the community study area is lower than the percentage in Mendocino County (37 percent and 37 percent, respectively). As noted in Section 4.1, Population and Housing, the EJScreen results show that the community study area has a markedly older population compared to the county. The pollution burden in the community study area is similar to or better (lower) than Mendocino County as a whole.

4.6.2 Environmental Consequences

The environmental consequences of the proposed alternatives are evaluated for their potential to adversely affect underserved and disadvantaged communities through changes in the human and natural environment. Project effects on communities can include changes in pollutant burdens, modifications to community character, and exacerbation of historical impacts from transportation infrastructure (e.g., divided communities).

4.6.2.1 Build Alternatives

The community of Albion currently has a low pollution burden and replacement of the Albion River Bridge would not adversely change pollution conditions. Instead, replacement of the existing bridge would remove a source of pollution from the community. The chemical preservative treatment from the existing bridge timbers is leaching and shallow soil immediately adjacent to the bridge foundations has been affected by COPCs consisting of arsenic,

chromium, hexavalent chromium, and lead. Although these are not at levels hazardous to human health, the COPCs present a potential risk to the environment.

As described in Section 4.1.2.2, Neighborhoods, Communities, and Community Character, the build alternatives would not result in changes to the traffic volume, fleet mix, speed, or any other factor that would cause an increase in pollutant emissions relative to the No-Build Alternative. Therefore, the project would not cause an increase in long-term operational pollutant emissions. During construction, short-term increases in noise and air pollutants would have minor effects on the local community's pollution burden. These impacts would be temporary and limited to the immediate area surrounding the construction site. All work would be conducted in accordance with Caltrans Standard Specifications to minimize construction-related impacts, which are described in more detail in Section 4.1.3, Avoidance, Minimization, and Mitigation Measures.

The project would not divide or isolate a disadvantaged community. The replacement of the bridge would maintain and improve the existing transportation infrastructure. The project would improve community connectivity and cohesion by improving pedestrian and bicycle infrastructure, connecting the north and south sides of Albion River. Modifications to access with the build alternatives would not substantially change the roadway network; refer to Chapter 5, Traffic and Transportation.

Albion would experience temporary adverse economic impacts from campground and river outlet closures during construction. The magnitude of these impacts depends, in part, on the duration of the construction. Alternative 3 (On-Alignment) would have the longest construction duration at five years. Reduced business activity at stores, restaurants, and inns is expected during the construction period since a drop in tourism and recreation has ripple effects in the local economy; however, purchases of goods and services by construction workers would partially offset this impact. To assist the local economy, the contractor would advertise project-related job opportunities locally and can provide project employees working on the project with information about local stores, hotels, restaurants, and venues. See Section 4.2, Economic Conditions.

The project would not increase long-term housing cost or availability in Albion, a housing-cost-burdened community. See Sections 4.1, Population and Housing and 4.2, Economic Conditions, for a discussion of housing impacts during construction.

Overall, the project would not further burden a disadvantaged community, and there is no equity impact identified.

4.6.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not adversely affect underserved and disadvantaged communities through community disturbance. The No-Build Alternative also would not provide the safety benefits of the build alternatives.

4.6.3 Avoidance, Minimization, and Mitigation Measures

Based on the above discussion and analysis, the build alternatives would not substantially exacerbate negative conditions for underserved and disadvantaged populations. With implementation of Caltrans standardized project measures to minimize temporary construction-related disturbances as described in Section 4.1.3, Avoidance, Minimization, and Mitigation Measures, no AMMs are required.

Chapter 5 Traffic and Transportation, Pedestrian, and Bicycle Facilities

The purpose of this chapter is to identify potential impacts of the project on access, circulation, parking, public transportation, and pedestrian and bicycle facilities. This chapter serves only as an overview of potential impacts under the project to existing transportation infrastructure and travel modes, not as a cumulative technical study of traffic-related conditions anticipated under the construction and operation of the project.

5.1 Access, Circulation, and Parking

5.1.1 Affected Environment

The primary roads in the study area include SR 1, Albion Ridge Road, Albion River North Side Road, and Spring Grove Road. The multimodal transportation system in the study area also includes bikeways and pedestrian pathways and sidewalks. Parking in the project limits is limited to designated lots associated with businesses such as parking for the SCP Mendocino Coast Lodge (formerly Albion River Inn) located along the west side of SR 1 north of the bridge and the Albion Beach parking area located under the existing bridge.

Within the limits of the project, SR 1 is an undivided conventional highway with two 11- to 12-foot-wide travel lanes and 0- to 4-foot-wide shoulders. Local connector roads that intersect with SR 1 within the project area include Spring Grove Road, Albion Ridge Road, Albion River North Side Road, and Albion Little River Road. The existing curvilinear alignment of the bridge structure follows the coastline and the curve north of the bridge structure has an approximate 293-foot radius which limits sight distance. A collision diagram shows that between 2015 and 2019, nine collisions occurred at the curve north of the bridge structure, five of which included injuries (Caltrans 2021b).

5.1.2 Environmental Consequences

The surrounding community, as well as motorists traveling on SR 1, would experience temporary traffic delays during construction. Table 5-1 provides information on the number of construction seasons, traffic control days (flagger and signal controls), and nighttime closures by alternative. Flagger days involve one-way traffic control for 10 hours per day with flaggers for staging and setup, road widening, alignment tie-in, bridge removal, and bridge work. Signal control is used for longer-term, one-way traffic control and would be in effect for 24 hours per day, seven days per week during bridge work. One nighttime full bridge closure would require a detour of approximately 126 miles along other state routes (Figure 1-8). The nighttime closure would occur as a 10-hour night closure (from 8:00 p.m. to 6:00 a.m.). One night closure would be needed for bridge work under all build alternatives.

Table 5-1. Estimated Traffic Control and Closures by Alternative

Alternative	Alignment	Construction Seasons (Years)	Estimated Total Work Days	Flagger Days[1]	Signal Control Days[2]	Nighttime Full Closure and Detour (Days–Hours)[3]
1A	West	3	785	164	0	1–10
1B	West	3	809	164	0	1–10
2A	East	3	786	164	0	1–10
2B	East	3	809	204	100	1–10
3A	On-alignment	5	1,270	215	730	1–10

Notes:
[1] Flagger Days = one-way traffic control 10 hours per day
[2] Signal Control Days = one-way traffic control 24 hours per day
[3] Nighttime Closure = full closure with detour for one 10-hour day (8:00 p.m. to 6:00 a.m.)

Under all build alternatives, the Albion Beach day use parking area located under the existing Albion Bridge would be closed for the duration of construction (between 3 and 5 years depending on the preferred alternative). Parking is unmarked and unpaved, but is an area that may accommodate up to six cars. Marked parking spaces for the SCP Mendocino Lodge are located along the SR-1 ROW adjacent to the project limits. Although access to the parking spaces is not anticipated to be restricted during construction, customers may elect to park further from construction equipment and construction activities. There would be some paving work to conform the single access driveway and widened shoulders on SR 1, but interruption of access to the parking lot would be minimized to the extent possible and coordinated with the property owners. TCEs would be located north and east of the hardware store, post office, and grocery store, however, access to these businesses would be maintained throughout construction and parking would not be affected. Access to the fire station located behind the grocery store would also be maintained at all times and is discussed in Section 4.3.2.2, Emergency Services. An equipment access road would be constructed from SR 1 to the equipment and materials staging area at the Albion Campground, along or adjacent to Albion River North Side Road. A driveway, either temporary or permanent, may be constructed to provide access to a staging area on APN 123-140-22 from SR 1. Additional work to conform driveways to widened shoulders would be required at three APNs on the north side of the bridge: APNs 123-050-28, 123-060-21, and 123-040-06.

5.1.2.1 Alternative 1 (West Alignment)

The surrounding community, as well as motorists traveling on SR 1, would experience temporary traffic delays during construction of all build alternatives. During construction of Alternative 1, the existing bridge would remain open to two lanes of traffic (one each way) for most of the construction. Access to businesses, side roads and residence entrances would be maintained. Emergency vehicles would be accommodated at all times (e.g., by staging ambulances on both sides of a closure). Alternative 1 would require intermittent, short duration, one-lane reversing traffic control using a flagger for an estimated 164 days and intermittent short duration full bridge closure (anticipated up to 25 minutes), which would be managed by

flaggers. Alternative 1 would require the fewest number of traffic control days compared to the other build alternatives. The bridge would be fully closed for one 10-hour nighttime closure and traffic detoured for the switch from the existing bridge to the replacement bridge. Message boards and/or other messaging systems would be used to inform the public of full bridge closures two weeks in advance as part of the construction contract.

The temporary impacts on vehicle accessibility and circulation during construction would be minimized through implementation of a TMP. Construction activities along the highway would not affect parking and access to businesses and residences. Caltrans standard construction measures and BMPs include the following requirements:

- 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.
- Detour routes would be marked for nighttime ramp and connector closures.
- A TMP would be applied to the project.

Caltrans may also require the contractor to implement a construction communication plan as part of the construction contract. Components may include the following:

- Provide weekly notifications on project progress and web cameras to help maintain interest and understanding about the project.
- Coordinate with trucking dispatch companies and the Mendocino Transit Authority to plan deliveries and bus trips around closures.
- Provide affected businesses with the opportunity to link their websites to bridge construction updates on the Caltrans website.
- Use social media to communicate the status of project-related closures and traffic delays.

In the long term, Alternative 1 would benefit traffic operations by minimizing future traffic delays associated with bridge inspection, maintenance, and repairs.

Alternative 1 would not permanently change local access to residences and businesses. As described in Section 1.4.3.2, Project Design Features, local road intersections with the realigned SR 1 would improve sight distance and conform with the new highway alignment and profile. Changes to these intersections would not permanently affect access to neighboring properties or existing parking and would not modify existing traffic patterns and operations. These changes would improve safety for vehicles and pedestrians.

5.1.2.2 Alternative 2 (East Alignment)

As described for Alternative 1 (West Alignment), construction of Alternative 2 would require temporary traffic delays (Table 5-1). Design Option 2A would have the same number of traffic

control days and nighttime closures as Alternative 1. Design Option 2B would require additional one-lane reversing traffic control using a temporary signal system (24 hours per day, seven days per week) for 100 days. Therefore, although Build Alternatives 1 and 2 have a similar duration (three years), Design Option 2B results in more traffic control days for tie-in alignment work. The TMP and standardized project measures described above would be applied to all alternatives.

Alternative 2 would reconstruct local road intersections with the realigned SR 1 to improve sight distance and conform with the new highway alignment and profile. As stated for Alternative 1, changes to these intersections would not permanently affect access to neighboring properties or existing parking and would not modify existing traffic patterns and operations. Alternative 2 would benefit traffic operations in the long term by minimizing future traffic delays associated with bridge inspection, maintenance, and repairs, and would improve safety for vehicles and pedestrians.

5.1.2.3 Alternative 3 (On-Alignment)

Alternative 3 has the longest construction duration (1,270 days over five years) and would require 945 days of one-lane reversing traffic control using flaggers or signals and one nighttime closure (Table 5-1), more than any other alternative. Because Alternative 3 would be constructed using half-width construction, more days of one-way traffic control are required. In half-width construction, the western portion of the new bridge would be constructed, then the existing bridge would be removed, and the remainder of the new bridge would be constructed. During the second stage, once traffic is moved to the newly constructed half-width bridge, one-way traffic control would be required 24 hours per day, seven days per week for an estimated 730 days or two years. The TMP and standard measures described above would be applied to all alternatives.

As described for the other build alternatives, Alternative 3 would reconstruct local road intersections with the realigned SR 1 to improve sight distance and conform with the new highway alignment and profile. Changes to these intersections would not permanently affect access to neighboring properties or existing parking and would not modify existing traffic patterns and operations. Alternative 3 would benefit traffic operations in the long term by minimizing future traffic delays associated with bridge inspection, maintenance, and repairs.

5.1.2.4 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not adversely affect access, circulation, or parking. The No-Build Alternative also would not provide the safety or improved access for pedestrians and multimodal users of the build alternatives.

5.1.3 Avoidance, Minimization, and Mitigation Measures

The build alternatives would not adversely affect long-term circulation and access. In accordance with Caltrans standardized project measures, a TMP would be developed to manage circulation and access during construction. Caltrans standardized project measures

require the contractor to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zone. Caltrans could also require that the contractor coordinate driveway conforms construction activities with property owners (e.g., SCP Mendocino Lodge). The contractor would implement a planned public outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule as part of the construction contract. Message boards and/or other messaging systems would inform the public of extended bridge closure a minimum of 7 days in advance.

The following AMMs to avoid or minimize temporary impacts on circulation and access during construction would be incorporated into the project.

- A public outreach program would be implemented that provides notification to the public (e.g., residents, businesses, Albion River users, emergency service providers, and transit operators) and applicable agencies with information regarding construction activities and planned closures.
- A contingency plan would be prepared in coordination with emergency services to accommodate emergency vehicles at all times. This contingency plan would include provisions for access across the bridge for all vehicles during evacuation (i.e., wildfires).
- Access to the Albion Little River Fire Protection District fire station at 34920 Albion Street, Albion, CA would be maintained at all times during construction.
- Pedestrian and bicycle access would be maintained during construction.

5.2 Public Transportation

5.2.1 Affected Environment

The Mendocino Transit Authority (MTA) provides public transportation service in Mendocino County. Fixed route services are widely available and Dial-a-Ride services are available in Ukiah and Fort Bragg. MTA Route 60–The Coaster runs daily Monday through Friday from Fort Bragg to the Navarro River junction. At the Navarro River junction, it connects to MTA Route 75–South Coast/Ukiah, which goes south to Gualala or inland to Ukiah. At the Fort Bragg junction, it connects to MTA Route 65–CC Rider, which goes inland to Willits, then continues south through Ukiah to Santa Rosa. Route 60 has northbound and southbound service, each with one stop at the Albion Grocery in the morning and one in the evening. The northbound route stops at 9:05 a.m. and 5:00 p.m., and the southbound route stops at 8:35 a.m. and 4:40 p.m. (MTA 2023).

5.2.2 Environmental Consequences

5.2.2.1 Build Alternatives

All build alternatives would affect public transportation during construction through traffic delays, as described above in Section 5.1, Access, Circulation, and Parking. MTA bus service does not

operate before 6:00 a.m. or after 8:00 p.m. in Albion, so would not be affected by a nighttime full bridge closure and associated detour that would occur from 8:00 p.m. until 6:00 a.m. MTA northbound and southbound buses each cross the Albion River two times per day, once in the morning and once in the evening. Buses traveling through the project would experience delays, as with all traffic on SR 1 crossing the Albion River, due to one-lane reversing traffic control. Buses may also be delayed by intermittent short duration full bridge closures (anticipated up to 25 minutes). MTA could provide rider alerts on their website, recorded phone line, and fliers posted at bus stops warning of potential delays due to construction on this route. Construction would have short-term disruption or delay for bus travelers.

All build alternatives would provide the long-term benefit of minimizing future traffic delays associated with bridge inspection, maintenance, and repairs.

5.2.2.2 No-Build Alternative

The No-Build Alternative would not adversely affect public transportation in Mendocino County. The No-Build Alternative also would not provide the safety benefits of the build alternatives.

5.2.3 Avoidance, Minimization, and Mitigation Measures

The build alternatives would not have an adverse long-term effect on public transportation. To address construction-related impacts on transit, a TMP would be developed to manage circulation and access during construction. Caltrans standardized project measures require the contractor to schedule and conduct work to avoid unnecessary inconvenience to the public and to maintain access to driveways, houses, and buildings within the work zone. The contractor would implement a planned public outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule as part of the construction contract. Message boards and/or other messaging systems would inform the public of extended bridge closure a minimum of 7 days in advance. The contractor would also work with MTA to make sure the transit level of service remains at an acceptable rate. With implementation of Caltrans standardized project measures, no AMMs are required.

5.3 Pedestrian and Bicycle Facilities

5.3.1 Affected Environment

The PCBR and CCT run through the study area on SR 1, both of which are described in detail under Section 2.5, Parks and Recreation. Currently, the Albion River Bridge has shoulders that are as narrow as 1 foot wide and do not contain a dedicated pedestrian or bicycle pathway. Additionally, within the limits of the project, SR 1 is an undivided conventional highway with two 11- to 12-foot-wide travel lanes and 0- to 4-foot-wide shoulders.

The bridge and its approaches do not meet current design standards for minimum shoulder width, minimum curve radius on SR 1 immediately north of the existing bridge, minimum stopping sight distance at the vertical curve immediately north of the existing bridge, or

minimum stopping sight distance at the intersections of Albion River North Side Road and Albion Little River Road with SR 1. The timber bridge rails do not meet the current Manual for Assessing Safety Hardware safety standards and are not capable of resisting current vehicle impact loading requirements.

SR 1 across the Albion River is a portion of the legislatively designated PCBR and planned CCT. The bridge does not provide continuous safe and separate access for cyclists and pedestrians. Cyclists seeking to avoid the existing bridge over the Albion River on SR 1 may elect to travel more than 14 miles inland to reach the next local road crossing of the Albion River, for a roundtrip detour of 29 miles partially using unpaved roadways.

5.3.2 Environmental Consequences

During construction, all build alternatives would affect pedestrians and cyclists through traffic delays, as described above in Section 5.1, Access, Circulation, and Parking. During traffic control, cyclists or pedestrians using the PCBR along SR 1 or pedestrians using the bridge as a crossing would be accommodated through the project either by joining the vehicle queue or through the lane closure, except during full bridge closure. Accommodations for pedestrians and cyclists would be included in the TMP.

5.3.2.1 Build Alternatives

The build alternatives would improve conditions for pedestrians and cyclists. In addition to replacing the bridge for structural deficiencies, a purpose of the project is to provide wider shoulders for cyclists and motorists experiencing breakdowns, as well as safe bicycle and pedestrian movement. All build alternatives would have two 12-foot-wide travel lanes and two 6-foot-wide shoulders for multimodal use, steel barrier rails, and a separated 6-foot-wide pedestrian walkway on the west side with a barrier railing. The separated pedestrian walkway on the west side of the new structure would provide exceptional views of the Pacific Ocean. Roadway shoulders within the project limits would be widened to 6 feet, and the bridge approaches would be widened to match the new structure. A 6-foot-wide separated pedestrian walkway on the west side of the replacement structure would provide CCT continuity, and two 6-foot-wide shoulders would provide PCBR continuity across the Albion River. Flattening of the horizontal curve north of the bridge and widening of SR 1 to accommodate alignment with the new structure would improve safety for cyclists and pedestrians using the PCBR and CCT in the project area. The build alternatives would provide connections to pedestrian trails at the north and south ends of the new bridge, which would connect the CCT to the community of Albion on both sides of the river. Therefore, all build alternatives would greatly improve conditions for pedestrians and cyclists.

5.3.2.2 No-Build Alternative

The existing bridge would not be replaced under the No-Build Alternative; therefore, this alternative would not adversely affect pedestrian and bicycle facilities. The No-Build Alternative also would not provide the safety benefits of the build alternatives.

5.3.3 Avoidance, Minimization, and Mitigation Measures

There would be no adverse impacts on pedestrian and bicycle facilities. Caltrans standardized project measures would maintain pedestrian and bicycle access during construction. To address construction-related impacts on cyclists and pedestrians, a TMP would be developed to manage circulation and access during construction. The contractor would implement a planned outreach program to keep area residents, businesses, emergency service providers, and transit operators informed of the project construction schedule as part of the construction contract. Message boards and/or other messaging systems would inform the public of extended bridge closure a minimum of 7 days in advance. With implementation of Caltrans standardized project measures, no additional AMMs are required.

Chapter 6 Cumulative

6.1 Affected Environment

Cumulative impacts include the effect of past, present, and reasonably foreseeable development projects, which, together with the project, could potentially have a substantial or considerable contribution to cumulative environmental impacts. Incremental impacts that may result from the build alternatives are considered in the context of the cumulative condition. Regional land use and transportation plans such as the Mendocino County General Plan and MCOG RTP/ATP provide a regional assessment of cumulative environmental changes.

The *Interim Guidance: Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process Guidance for Preparers of Cumulative Impact Analyses* (FHWA 2003) describes how the cumulative impact analysis should focus on resources substantially affected by the project or resources currently in poor or declining health or those at risk. If a project would not result in a direct or indirect adverse effect on a resource, then it would not contribute to a cumulative impact on that resource and does not need to be further evaluated. Similarly, CEQA requires analysis of potential environmental impacts that are individually limited but cumulatively considerable. CEQA does not require an analysis of incremental effects that are not cumulatively considerable, nor is there a requirement to discuss impacts which do not result in part from the project evaluated.

6.1.1 Reasonably Foreseeable Projects

Table 2-1 lists past, present, and foreseeable projects considered in the assessment of cumulative impacts on community resources. These projects include other transportation improvements in the area. As described in Chapter 3, Growth, the Mendocino County General Plan and Housing Element does not anticipate new growth in the Albion community. With the exception of the Fort Bragg area, within Mendocino County, communities where ongoing development is projected are inland and include the unincorporated areas around Willits and Ukiah. Given the low inventory of developable parcels, existing conditions that constrain development, the lack of employment opportunities, and the slow rate of growth in the area, Albion is not anticipated to experience significant overall growth in the coming years. Per communication with the Mendocino County Planning and Building Services Department, no current development proposals are under consideration for the community of Albion.

Planned transportation improvements on SR 1 include safety improvement projects such as shoulder widening, guardrail replacement, and pavement repairs; pedestrian improvement projects such as sidewalk reconstruction, ADA curbs and pedestrian improvements on bridges; drainage and slope repairs; and bridge replacements (Table 2-1). Planned bridge replacements include:

- Jack Peters Creek Bridge (post miles 51.3 to 52.1)
- Elk Creek Bridge (post mile 31.35)
- Salmon Creek Bridge (post mile 42.3 to 42.4)

The planned projects closest to the Albion River Bridge are the pavement repairs on Albion Little River Road and the Salmon Creek Bridge Replacement and Sandblast Waste Abatement.

6.1.2 Community Resources of Concern

Within the region, community resources of cumulative concern include the rural coastal community character, scenic resources, and affordable housing.

The community character in the rural coastal areas of Mendocino County is largely a function of scenic landscapes, small coastal communities, sweeping views of the Pacific Ocean, undeveloped coastal bluffs, rangeland hills, and dense forests. SR 1 is a critical link for coastal communities and a prime tourist destination. Policies governing coastal development enacted by Mendocino County, the CCC, and others continue to preserve these features that are critical to maintaining the community character in the region. Refer to Sections 2.2, Consistency with State, Regional, and Local Plans and 2.3, Coastal Zone.

As critical infrastructure like bridges age and require replacement, there is a risk of losing historically or structurally significant bridges through bridge replacement. The loss of historic bridges on the state highway system has not risen to a cumulative concern in the Mendocino County region. None of the planned bridge replacement projects listed above would remove a historic bridge deemed eligible for or included on the National Register of Historic Places or California Register. Based on review of the Caltrans historic bridge inventory, one other historic bridge on SR 1 in Mendocino County, the Greenwood Creek Bridge, was replaced in 2003. While removal of a historic bridge is a major concern at the project level, it is not a critical cumulative concern.

As discussed in Section 4.2, Economic Conditions, there is an acute shortage of affordable housing in Mendocino County. As a major tourist destination, there has been a trend of single-family homes being converted to short-term vacation rentals or being purchased as vacation homes by people who live elsewhere. Outside investors have bought up properties in the county and rent them through Airbnb and other such services, taking much needed housing stock off the market for permanent residents. Laws limiting or blocking short-term rentals have been passed in some incorporated areas, but short-term rentals have proliferated in unincorporated parts of the coast such as Albion.

6.2 Environmental Consequences

6.2.1 Build Alternatives

The build alternatives would not contribute to cumulative adverse effects on community character or housing. The project and the transportation improvements listed in Table 2-1 would not increase roadway capacity or modify conditions that lead to changes in land use, housing, or demand for services. The project is consistent with local and statewide policies that protect the rural character of the Mendocino coastline. The project would provide long-term benefits for community cohesion by providing safe and reliable multimodal access across Albion River, further connecting the north and south areas of Albion, improving sight distances and

safety for vehicles using the bridge, improving resilience to catastrophic events (earthquakes, sea level rise, tsunamis), and removing a bridge that has been leaching timber preservative treatments into the environment. Therefore, the build alternatives would not contribute to cumulative changes in community character and resources in combination with other current and reasonably foreseeable projects.

6.2.2 No-Build Alternative

Under the No-Build Alternative, a replacement bridge over the Albion River would not be constructed. Existing conditions would remain, and the No-Build Alternative would not contribute to cumulative changes in combination with other projects. However, over time, the existing bridge would continue to deteriorate, becoming increasingly susceptible to significant damage and/or failure due to the marine environment, a seismic event, heavy cyclical loads, and/or a tsunami.

Chapter 7 Public Involvement

Caltrans has held numerous community meetings to involve the local community in the public process; a list of public outreach meetings is provided below in Table 7-1. The first open house was held on May 7, 2009, with the purpose of introducing the project. The community's response to plans for bridge replacement was a request for consideration of rehabilitating the existing bridge because of its importance to the community. At this preliminary meeting, public commenters noted that Caltrans did not provide bridge inspection reports or enough reason to justify replacement. Comment cards received during the meeting first sought rehabilitation alternatives, then indicated a preference for a western alignment alternative to minimize visual impacts and impacts to residential properties. They also preferred an arch structure type over a non-arch design.

Table 7-1. Public Outreach Events

Date	Outreach Event
5/7/2009	Public Meeting–Albion River and Salmon Creek bridges
4/15/2014	Agency Scoping Meeting (5 attendees)
4/24/2014	Public Scoping Meeting–Replacement Alternatives Under Consideration (16 attendees)
4/14/2015	Public Scoping Meeting–NOP of Environmental Impact Report (33 attendees)
3/23/2017	Public Meeting–Information Meeting (35 attendees)
5/9/2017	Public Meeting – Community Impact Assessment (30 attendees)
7/27/2017	Field review meeting regarding Geotechnical Investigation
7/27/2017	Public Meeting–Follow-Up Community Impact Assessment (23 attendees)
11/14/2017	Public Meeting–Bridge Inspections and Maintenance (37 attendees)
4/17/2018	Informational Open House–Revised Geotechnical Investigation (14 attendees)
9/19/2019	Public Meeting–State Route 1 Safety Improvement projects (24 attendees)
5/5/2022	Virtual Public Scoping Meeting–NOI to prepare environmental impact statement and Section 4(f) Evaluation

Notes:
NOI = Notice of Intent
NOP = Notice of Preparation

Caltrans responded by completing a *Feasibility Study for Rehabilitation Alternatives* in May 2013 to be included in the Value Analysis Study completed in October 2013. This feasibility study concluded that a replacement was recommended (Caltrans 2013). Caltrans made efforts to add interested persons to the list of those receiving updates on the project and created a project website: https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-albion-river-bridge (current website; original website address included project information for a second bridge over Salmon Creek south of Albion).

An agency scoping meeting was held on April 15, 2014 and a public scoping meeting was held on April 24, 2014. The CCC and California Department of Fish and Wildlife expressed concerns for recreation, public access, and installing minimal structures within the streambed. Another

public scoping meeting was held on April 14, 2015, during circulation of the Notice of Preparation (NOP) of an Environmental Impact Report. General comments requested additional information to compare the cost of long-term maintenance of the existing bridge to the cost of constructing a new bridge. There were complaints about not having enough time to respond to the NOP and several suggestions for improving safety such as reducing speed limits, imposing load limits, increased maintenance, keeping the existing bridge as a pedestrian bridge with construction of a replacement bridge for vehicles, keeping the existing bridge for northbound traffic and constructing a new southbound bridge on a western alignment, or adding a cantilever bike and pedestrian trail that would strengthen the existing bridge. During this time, 14 community members signed a petition to save the existing bridge and a structural engineer was commissioned by an Albion landowner to evaluate the condition of the existing bridge. Caltrans attended a presentation by the contracted structural engineer at the Ledford House in August of 2014.

Caltrans responded by providing results of bridge inspection reports and began the lengthy process of gaining approval for a geotechnical study necessary to more accurately price replacement alternatives. Caltrans extended the comment period on the NOP from the 30-day public comment period required by CEQA to 37 days to allow the community more time to respond.

During 2015 and 2016, the community involvement mostly came from the ACAB and the Albion Bridge Stewards (ABS), a working group of the ACAB. Caltrans attended some of these meetings to provide project updates. Actions from ACAB, ABS, and other community members targeted a coastal development permit from the CCC to allow the geotechnical investigation, permits to enter private property for the geotechnical investigation and other technical studies, nomination of the bridge to the National Register of Historic Places, and requests to Caltrans for maintenance of the bridge.

On March 23, 2017, Caltrans held a meet-and-greet in Mendocino with the project team to discuss project updates, show exhibits, and present the project information the community was requesting. The intention of the Mendocino meeting was to provide outreach to the larger north coast community. Albion residents expressed a preference for future meetings to be held in Albion since they were the most affected and most likely to attend. Comment cards were provided at these meetings to solicit public input. The community expressed concerns that Caltrans had already made a decision to tear down the existing bridge because it would be easier than performing the required maintenance. Two public meetings were held at the Albion School specifically to inform the CIA and develop a community profile, on May 9, 2017 and July 27, 2017. The Caltrans project managers held a site visit on July 27, 2017 and invited the community to discuss the project options and any concerns on-site. In an attempt to offer the local community a benefit from the project, Caltrans evaluated options for adding trail access to the beach located on the west side of SR 1 from the east side of SR 1 to improve safety and eliminate the need for pedestrians crossing SR 1 on the north end of the bridge. Caltrans and community members presented information about the project at the October 2017 board meeting of the MCOG. The MCOG determined the public's interest was better served at the regional level. Comments at the 2017 meetings show continued support for rehabilitation of the existing bridge rather than replacement.

Caltrans presented bridge inspection reports, ongoing maintenance efforts, and upcoming required maintenance of the existing bridge during a public meeting held on November 14, 2017. Caltrans presented plans for a revised geotechnical investigation at a public meeting on April 17, 2018. The plans were scaled down based on public concerns for windbreak and visual effects of tree removal, as well as landslide concerns with hillside grading. Caltrans promoted a potential benefit of the project to the community with improved views of the ocean provided by removal of overhead utilities to a conduit along a replacement bridge.

Another public meeting was held on September 9, 2019 to address the cumulative effects of four safety projects being evaluated for SR 1, including the Albion River Bridge project.

A public comment period was initiated for the preparation of an environmental document with the preparation and distribution of a NOI in April 2022. An online public scoping meeting was held on May 5, 2022, to facilitate the submission of formal comments on the scope and content of the technical studies to be developed during the preparation of the joint environmental impact report/environmental impact statement (EIR/EIS) and Section 4(f) Evaluation. The meeting had 53 community members in attendance.

The public was able to submit comments through a variety of media during the 30-day public comment period. A total of 41 comments were submitted in written format and 15 comments were verbally received during the public scoping meeting, for a total of 56 public comments collected during the project's scoping period. Comment themes included environmental, scoping meeting, alternatives, SR 1 safety, and economic impacts. The following is an inexhaustive list of comments that were received by Caltrans:

Public general concerns:

- Rehabilitate historic landmark bridge, local treasure, Albion icon, and tourist draw
- Perform routine maintenance
- Recreation is important and not protected by a port authority
- Tourism impacts
- Wildlife impacts, particularly fish
- Albion Little River Fire District concerns about load rating of bridge and safety for filled water vehicles. Rapid response capabilities may be affected, causing a reduced rating and potentially increasing home insurance coverage rates or causing loss of home coverage.

Public concerns during construction:

- Nighttime bridge closure would cut off access to hospitals in Fort Bragg (helicopter transport not an option in heavy fog) for residents on the south side of the Albion River.

- Nighttime bridge closure, intermittent closure, and traffic delays would cut off access to or delay response times for emergency services.

- Nighttime bridge closure would affect people working night shift positions in Fort Bragg or other places north.

- Traffic delays would cause longer commutes for work and school.
- Noise, particularly from generators that run continuously through the night to power lighting and temporary traffic signals.
- The project needs to provide for uninterrupted access to beach.
- The project would create Impacts to local businesses, especially those relying on tourists.

Public concerns about a new, wider replacement bridge:

- The western alignment would cover Albion's pocket beach; there is a preference for open sky above a beach.
- The eastern alignment would encroach on campground.
- The on-alignment option would require a much longer construction season.
- A wider roadway will lead to higher speeds and invite less caution and more traffic.

Some comments in favor of a replacement bridge:

- Pedestrian safety, especially campers walking to Albion Grocery for supplies
- Concerns for fire on the wooden bridge
- Concerns of collapse during an earthquake

When the draft environmental impact statement is published for public review, a minimum 45-day public comment period and at least one public hearing will be held.

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8.1 Personal Communications

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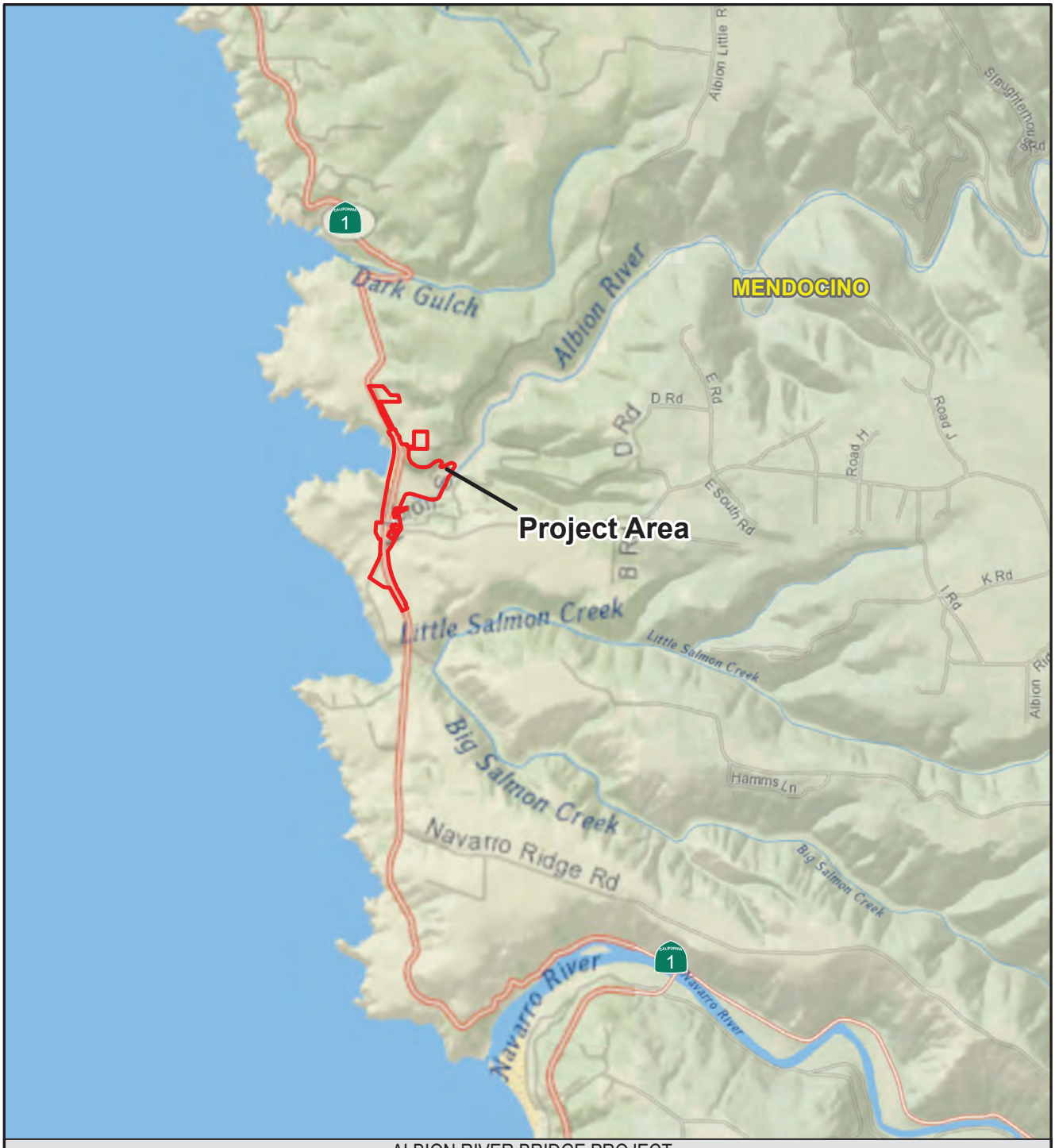
Williams, Ted. Albion Little River Volunteer Fire Department. July 13, 2017—email to Lindsay Christensen, ICF.

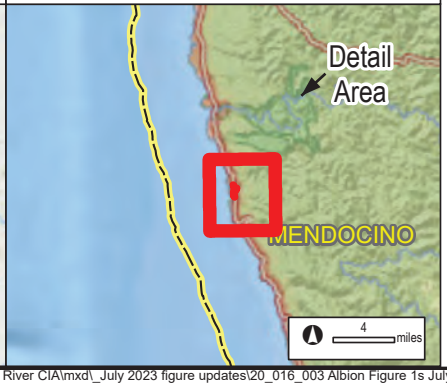
Figures



ALBION RIVER BRIDGE PROJECT

Statewide Location

Regional Location



Project Area

County Boundary

Caltrans

N

0 0.5 1 mile

Figure 1-1
Project Location

Data Sources: Stantec Inc. 2020-2023; National Geographic World Map, 2021; Date: 1-5-24

\\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 1s July 2023\20_016_003 Albion Figure 1s July 2023.aprx

ALBION RIVER BRIDGE PROJECT

Project Area
Alternative 1 (West Alignment)
Alternative 2 (East Alignment)
Alternative 3 (On-Alignment)
Existing Right-of-Way

N

0 500 1,000 feet

Caltrans

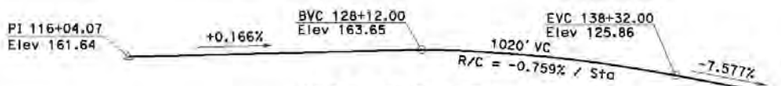
Figure 1-2
Alternative Alignments for the Albion River Bridge

Data Source:
- Stantec Inc., 2020-2023; ESRI World Imagery, 2022; Date: 1-5-24

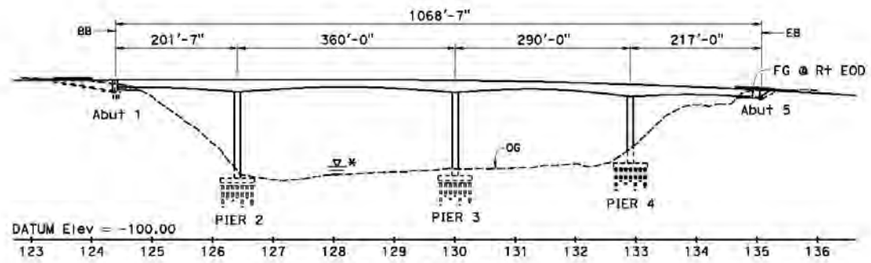
Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 1s July 2023\20_016_003 Albion Figure 1s July 2023.aprx

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
01	Men	1	43.74

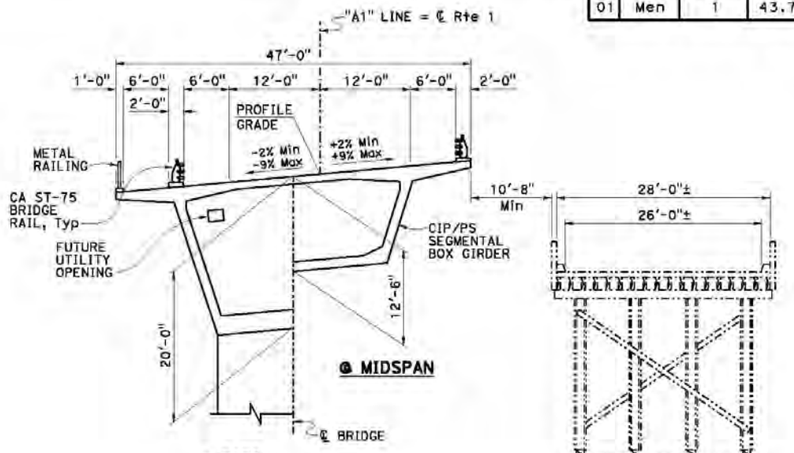


PROFILE GRADE
NO SCALE

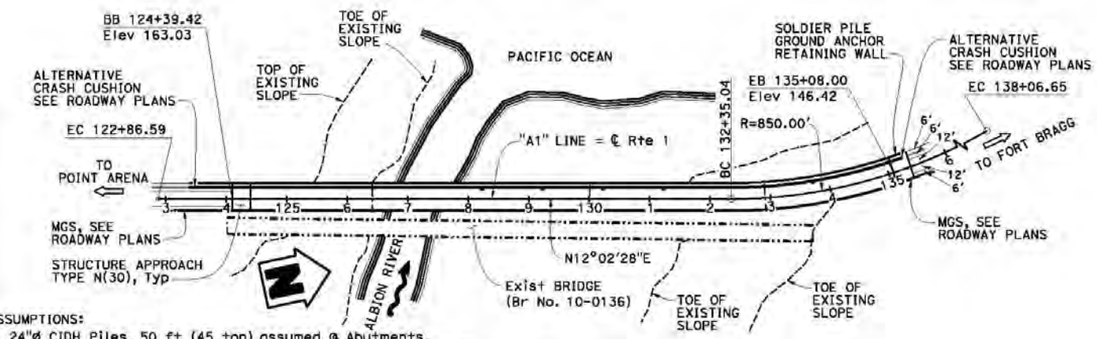


* High Tide Line Elev = 7.48

DEVELOPED ELEVATION
1" = 200'



TYPICAL SECTION
1/16" = 1'-0"



ASSUMPTIONS:

1. 24"ø CIDH Piles, 50 ft (45 ton) assumed @ Abutments. 24"ø CIDH Piles with permanent casing, 60 ft + 30 ft Rock Socket (200 ton) assumed @ Piers.
2. Bridge assumed to be constructed segmentally by the balanced cantilever method.
3. Traveled way deck drainage carried through Abutment 5. Sidewalk drainage utilizes scuppers and drop-through Drains.
4. Seal course concrete and Type A Excavation assumed @ Piers 2 & 3
5. Soldier Pile Ground Anchor Wall (Max H = 38', L = 60') with Concrete Barrier Slab to support northwest side of Abutment 5.
6. Traffic will pass through the construction site. Staged Construction required.
7. Due to marine environment epoxy coated reinforcement will be used.

PLAN
1" = 200'

CURVE DATA
R = 850.00'
Δ = 38°31'50"
T = 297.09'
L = 571.61'

LEGEND:
Existing Structure
• Deck Drain Type D-3

DATE OF ESTIMATE _____
BRIDGE REMOVAL = _____
STRUCTURE DEPTH = _____
LENGTH = _____
WIDTH = _____
AREA = _____
COST/ft² INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = _____
TOTAL COST = _____
WORKING DAYS = _____

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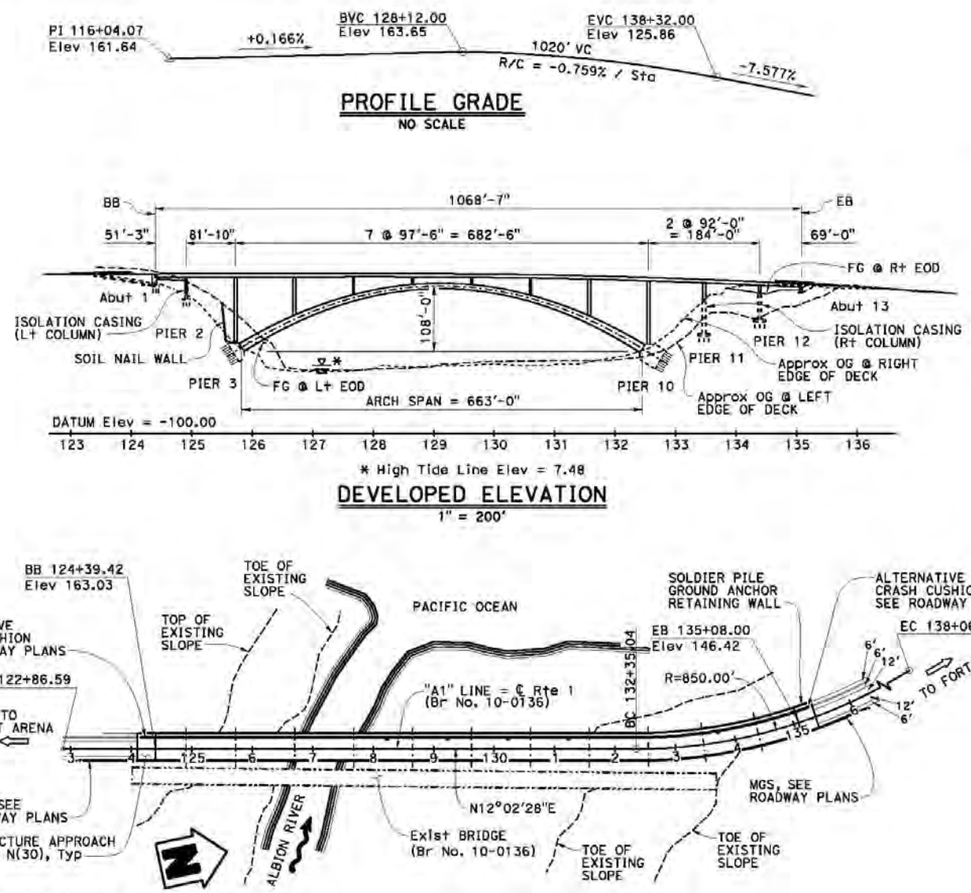
DESIGNED BY D. Sessions/K. Harper	DATE 01-28-22	STRUCTURE DESIGN	ALTERNATIVE 1A
DRAWN BY G. Dickerson/B. Harper	DATE 01-28-22	DESIGN BRANCH 1	PLANNING STUDY
CHECKED BY	DATE		ALBION RIVER Br (REPLACE)
APPROVED	DATE		UNIT: 3576 / BRIDGE No.: TBD
			PROJECT EA: 01-40110 / PROJECT No. & PHASE: 01000005140

Figure 1-3. Design Option 1A

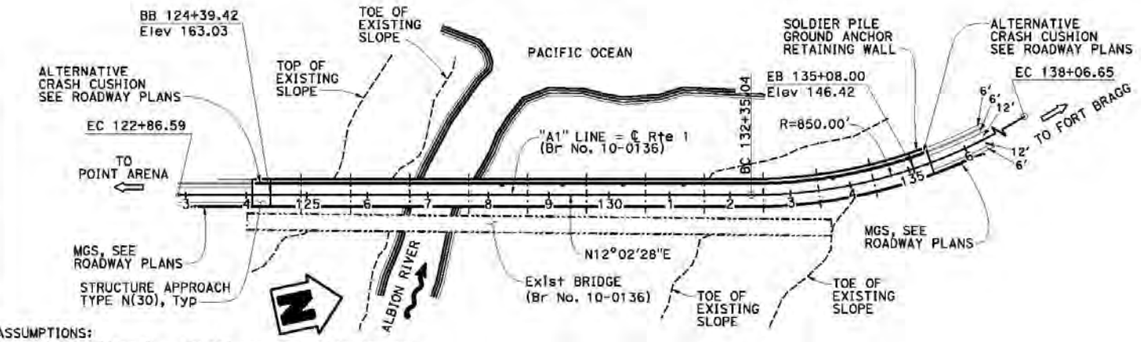
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
01	Men	1	43.74



PROFILE GRADE
NO SCALE

DEVELOPED ELEVATION
1" = 200'

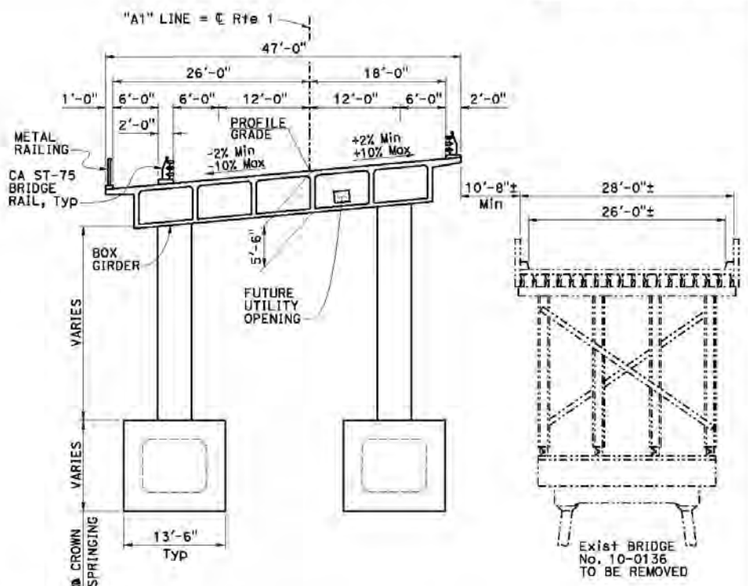


PLAN
1" = 200'

CURVE DATA
R = 850.00'
Δ = 38°31'50"
T = 297.09'
L = 571.61'

ASSUMPTIONS:
1. 24"ø CIDH Piles (L = 50 ft) assumed at Abutments.
2. 24"ø CIDH Piles with permanent steel casings (L = 60 ft) and rock sockets (L = 30 ft) assumed at Piers 2, 11 and 12.
3. Inclined Micropiles (L = 43 ft) assumed at Piers 3 and 10.
4. Traveled way deck drainage assumed to be carried through Abutment 13. Sidewalk drainage assumed to utilize scuppers and drop-through drains.
5. Soldier Pile Ground Anchor Wall (Max H = 38', L = 60') with Concrete Barrier Slab to support northwest side of Abutment 13.
6. Due to marine environment epoxy coated reinforcement will be used.
7. Traffic will pass through the construction site.

LEGEND:
Existing Structure
• Deck Drain Type D-3



TYPICAL SECTION
1/16" = 1'-0"

DATE OF ESTIMATE _____
BRIDGE REMOVAL = _____
STRUCTURE DEPTH = _____
LENGTH = _____
WIDTH = _____
AREA = _____
COST/ft² INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY = _____
TOTAL COST = _____
WORKING DAYS = _____

DESIGNED BY K. Harper	DATE 01-28-22	STRUCTURE DESIGN	ALTERNATIVE 1B
DRAWN BY G. Dickerson/B. Harper	DATE 01-28-22	DESIGN BRANCH 1	PLANNING STUDY
CHECKED BY	DATE		ALBION RIVER Br (REPLACE)
APPROVED	DATE		UNIT: 3576 / BRIDGE No.: TBD
			PROJECT EA: 01-40110 / PROJECT No. & PHASE: 01000005140

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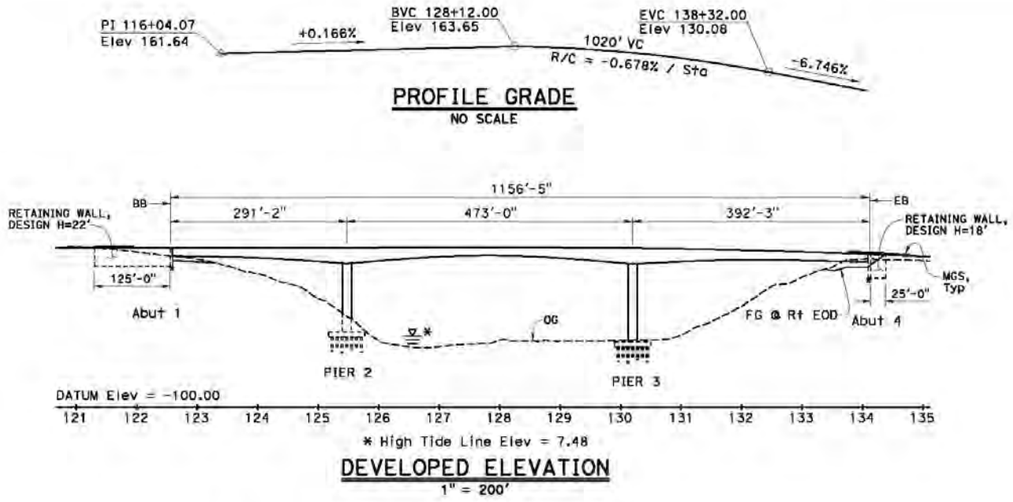
Figure 1-4. Design Option 1B

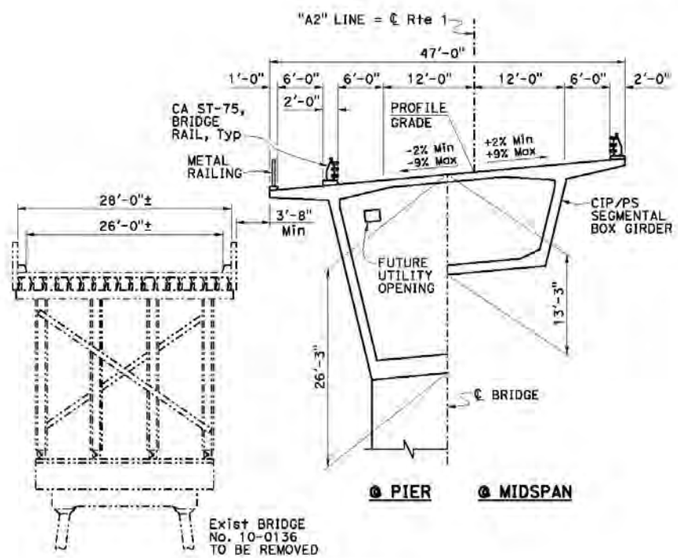
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
01	Men	1	43.74



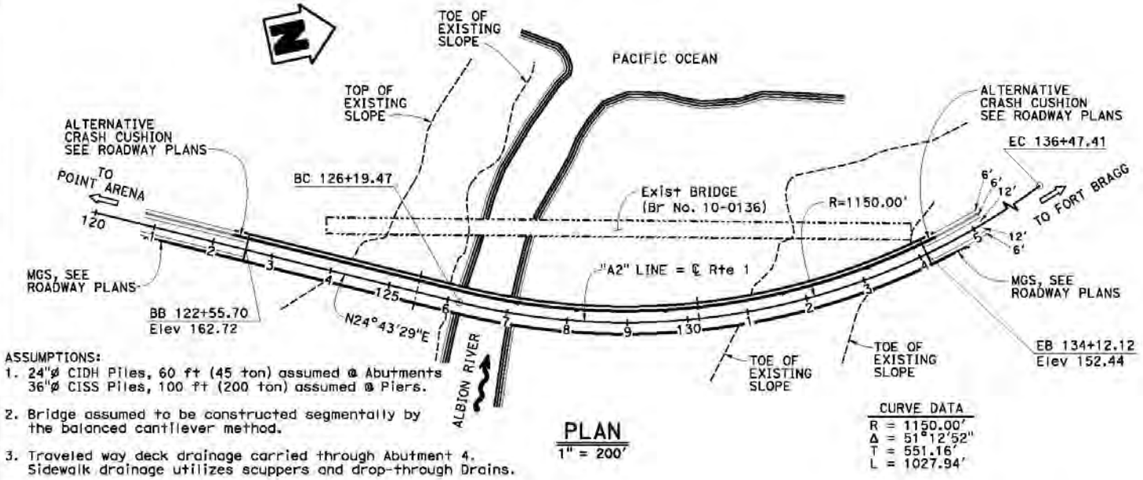
PROFILE GRADE
NO SCALE

DEVELOPED ELEVATION
1" = 200'



@ PIER @ MIDSPAN

TYPICAL SECTION
1/16" = 1'-0"



PLAN
1" = 200'

ASSUMPTIONS:
1. 24"ø CIDH Piles, 60 ft (45 ton) assumed @ Abutments
   36"ø CISS Piles, 100 ft (200 ton) assumed @ Piers.
2. Bridge assumed to be constructed segmentally by the balanced cantilever method.
3. Traveled way deck drainage carried through Abutment 4. Sidewalk drainage utilizes scuppers and drop-through Drains.
4. Type D Excavation assumed @ Pier 2.
5. Seal Course concrete and Type A Excavation assumed @ Pier 3.
6. Due to marine environment epoxy coated reinforcement will be used.
7. Traffic will pass through the construction site. Staged construction will be required.

LEGEND:
- Existing Structure
- Deck Drain Type D-3

CURVE DATA
R = 1150.00'
Δ = 51°12'52"
T = 551.16'
L = 1027.94'

DATE OF ESTIMATE
BRIDGE REMOVAL =
STRUCTURE DEPTH =
LENGTH =
WIDTH =
AREA =
COST/ft² INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY =
TOTAL COST =
WORKING DAYS =

DESIGNED BY D. Sessions/K. Harper	DATE 08-17-20	STRUCTURE DESIGN	ALTERNATIVE 2A
DRAWN BY G. Dickerson	DATE 09-10-20	DESIGN BRANCH 1	PLANNING STUDY
CHECKED BY	DATE		ALBION RIVER Br (REPLACE)
APPROVED	DATE		UNIT: 3576 / BRIDGE No.: TBD
			PROJECT EA: 01-40110 / PROJECT No. & PHASE: 01000005140

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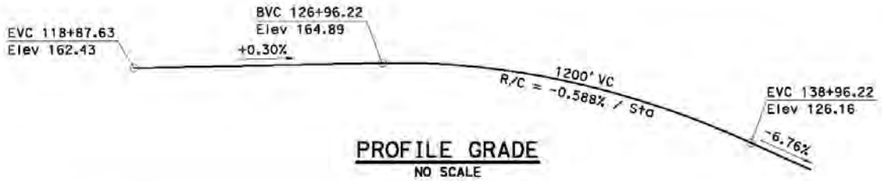
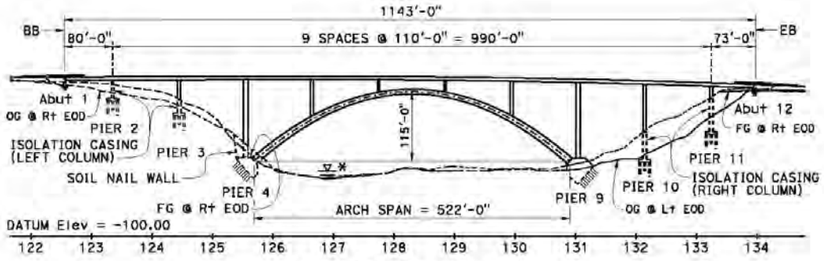
Figure 1-5. Design Option 2A

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
01	Men	1	43.74

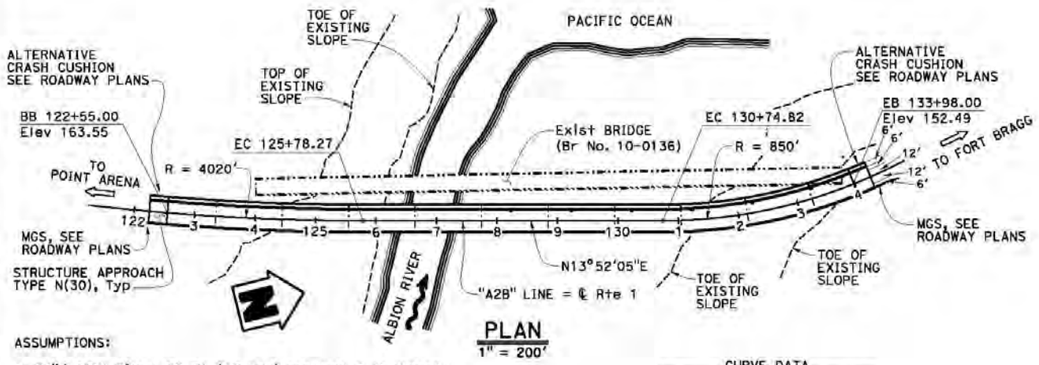


PROFILE GRADE
NO SCALE



* High Tide Line Elev = 7.48

DEVELOPED ELEVATION
1" = 200'



PLAN
1" = 200'

ASSUMPTIONS:

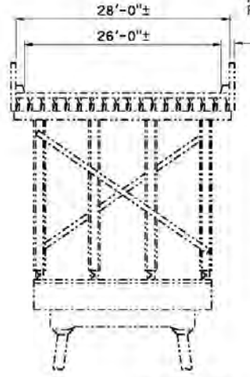
1. 24"Ø CIDH Piles, 50 ft (45 ton) assumed @ Abutments
   24"Ø CIDH Piles with permanent casing, 60 ft + 30 ft Rock Socket (200 ton) assumed @ Piers.
2. Inclined Microplies (L = 43 ft) assumed at Piers 4 & 9.
3. Traveled way deck drainage carried through Pier 5 & Abutment 12. Sidewalk drainage utilizes scuppers and drop-through Drains.
4. Traffic will pass through the construction site. Staged Construction required for Span 10 and Span 11.
5. Due to marine environment epoxy coated reinforcement will be used.

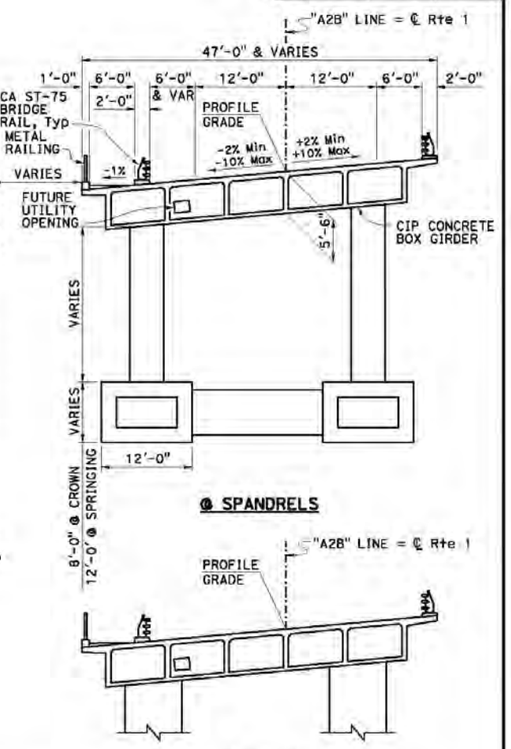
CURVE DATA

R = 4020.00'	R = 850.00'
Δ = 7°00'52"	Δ = 42°58'06"
T = 491.83'	T = 622.62'
L = 492.14'	L = 637.45'

LEGEND:

- Existing Structure
- Deck Drain Type D-3





@ SPANDRELS

@ PIERS

NOTE: For details not shown, see "@ SPANDRELS",

TYPICAL SECTION
3/16" = 1'-0"

DATE OF ESTIMATE	
BRIDGE REMOVAL	=
STRUCTURE DEPTH	=
LENGTH	=
WIDTH	=
AREA	=
COST/ft² INCLUDING TRO, MOBILIZATION & 25% CONTINGENCY	=
TOTAL COST	=
WORKING DAYS	=

DESIGNED BY Austin Young	DATE 03-02-23	STRUCTURE DESIGN	ALTERNATIVE 2B
DRAWN BY Brock Harper	DATE 03-01-23	DESIGN BRANCH 1	PLANNING STUDY
CHECKED BY	DATE		ALBION RIVER Br (REPLACE)
APPROVED	DATE		UNIT:3576 / BRIDGE No.:TBD
			PROJECT EA:01-40110 / PROJECT No. & PHASE:0100000514O

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Figure 1-6. Design Option 2B

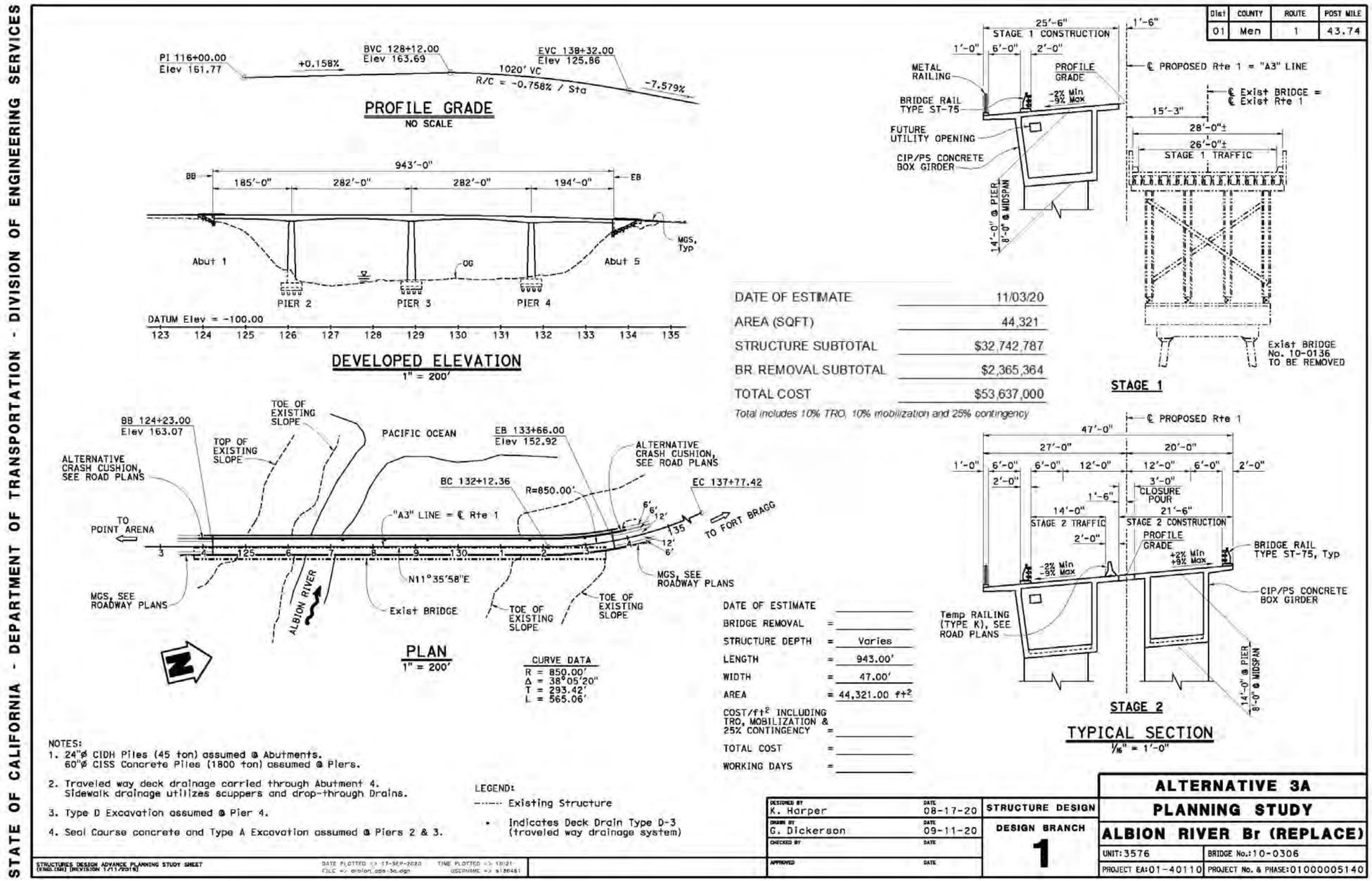

Figure 1-7. Design Option 3A

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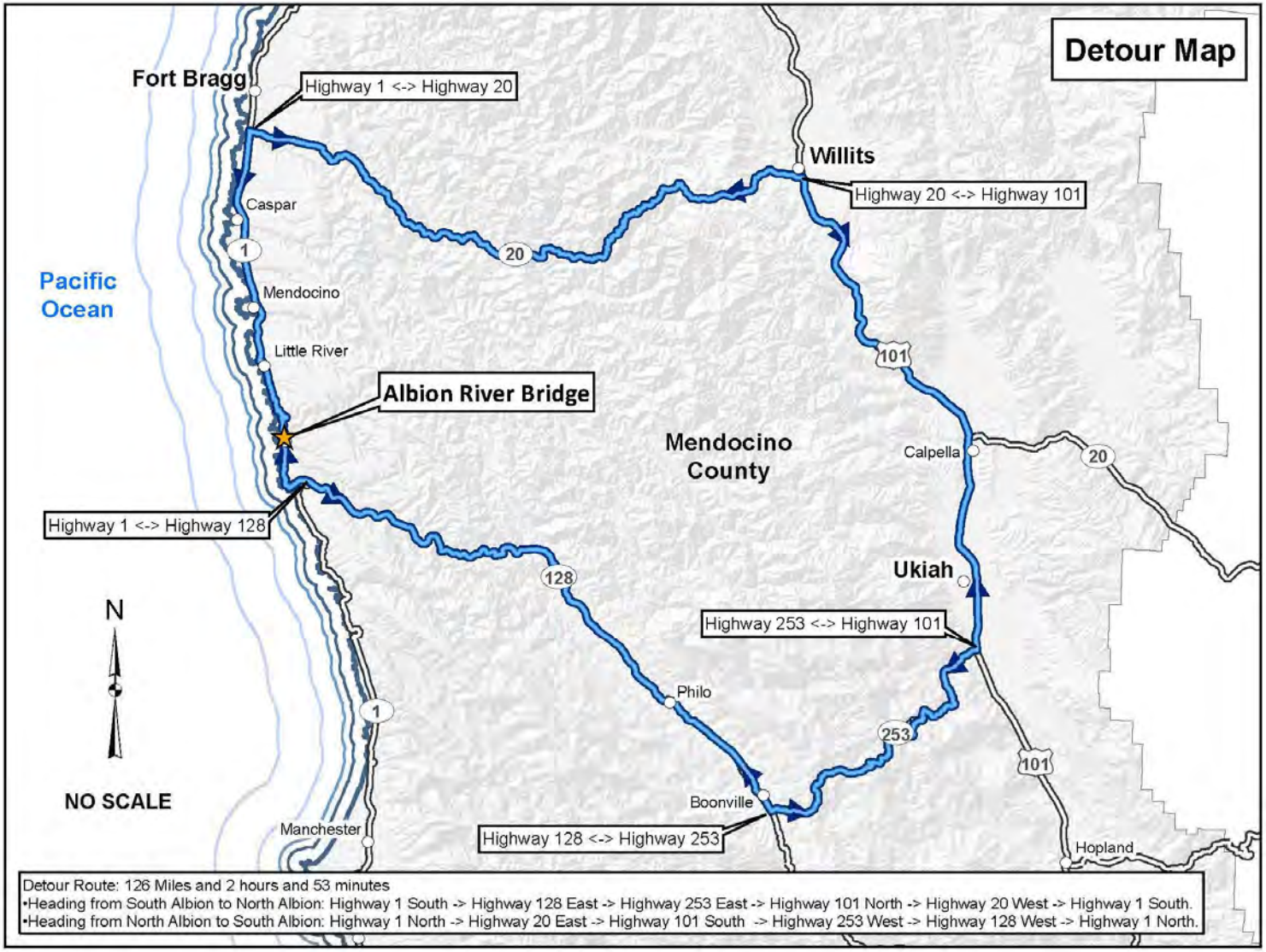


Figure 1-8. Traffic Detour Route

ALBION RIVER BRIDGE PROJECT

Project Area

Land Use Study Area

Census Tract 110.01 (2020)

Census Designated Place

N

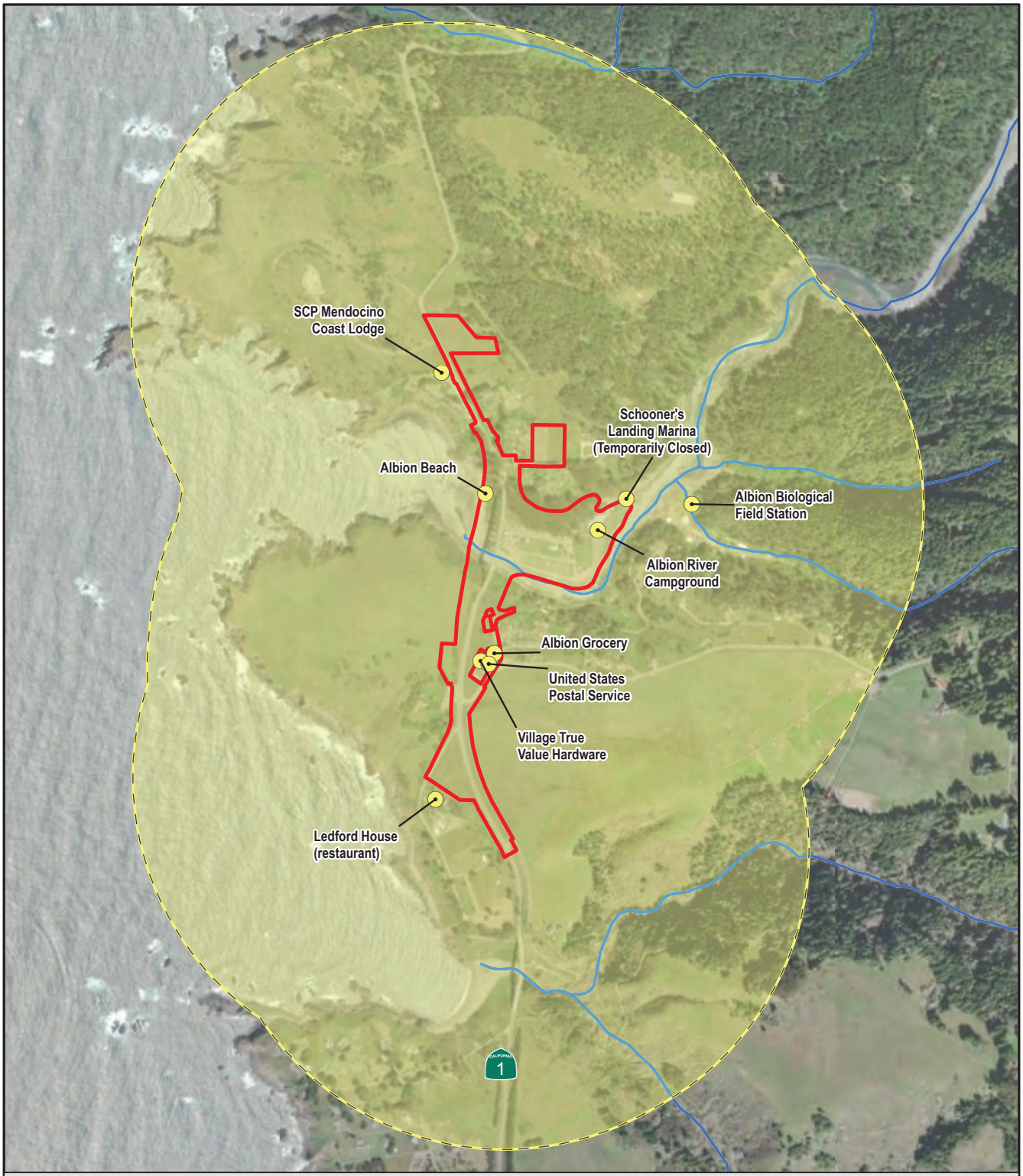
0 2 4 miles

Caltrans

Figure 1-9
CIA Study Area

Data Source: Stantec Inc., 2020-2023; ESRI World Imagery, 2021; US Census Bureau, 2020; USGS The National Map: Geographic Names Information System, 2022; Date: 1-5-24

Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 1s July 2023\20_016_003 Albion Figure 1s July 2023.aprx



ALBION RIVER BRIDGE PROJECT

Project Area

Land Use Study Area

Albion Community Resources

Streams and Rivers

N

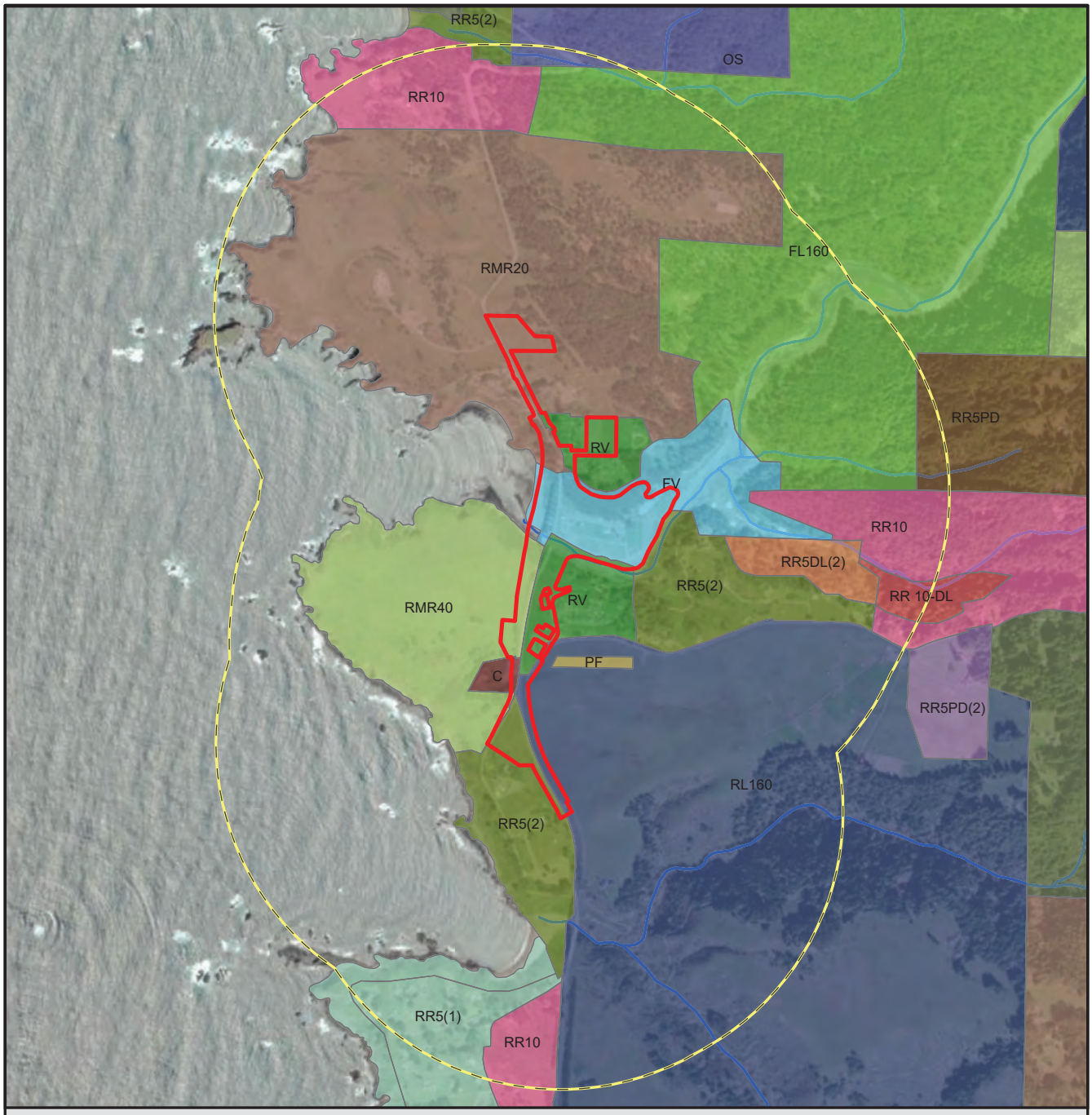
0 500 1,000 feet

Caltrans

Figure 2-1
Community Resources

Data Source:
Stantec Inc., 2020; ESRI World Imagery, 2020; USGS The National Map: Geographic Names Information System, 2021; Date: 1-5-24

Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 2s July 2023\20_016_003 Albion Figure 2s July 2023.aprx



ALBION RIVER BRIDGE PROJECT

- Project Area
- Land Use Study Area

General Plan Land Use Designation*

- C - Commercial
- FL160 - Forest Land
- FV - Fishing Village
- OS - Open Space
- PF - Public/Semipublic Facilities
- RL160 - Range Lands
- RMR20 - Remote Residential
- RMR40
- RR10 - Rural Residential
- RR 10-DL
- RR5
- RR5(1)
- RR5(2)
- RR5DL(2)
- RR5PD
- RR5PD(2)

N

0 1,000 2,000 feet

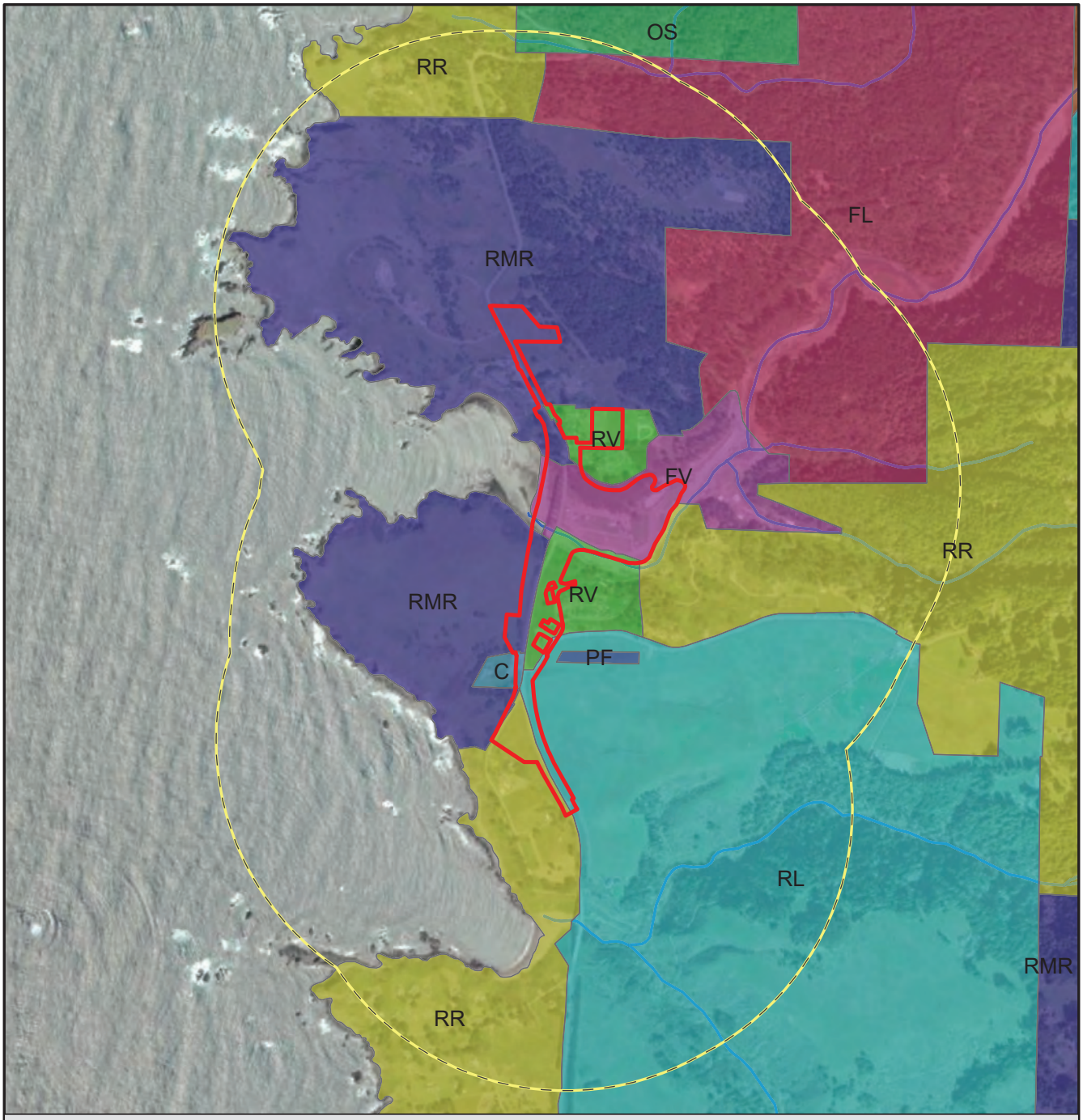
*Numbers indicate minimum lot size. Numbers in parentheses indicate maximum dwelling capacity. DL = Development Limitations. PD = Planned Unit Development

Caltrans

Figure 2-2
General Plan Land Use Designations

Data Source:
Stantec Inc., 2020-2023; ESRI World Imagery, 2023; Mendocino County, 2021; Date: 1-8-24

\\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 2s July 2023\20_016_003 Albion Figure 2s July 2023.aprx



ALBION RIVER BRIDGE PROJECT

Project Area
Land Use Study Area

Coastal Zoning Designations

C - Commercial
FL - Forest Lands
FV - Fishing Village
OS - Open Space
PF - Public and Semipublic Facilities
RL - Range Lands
RMR - Remote Residential
RR - Rural Residential
RV - Rural Village
TP - Timberland Production

N

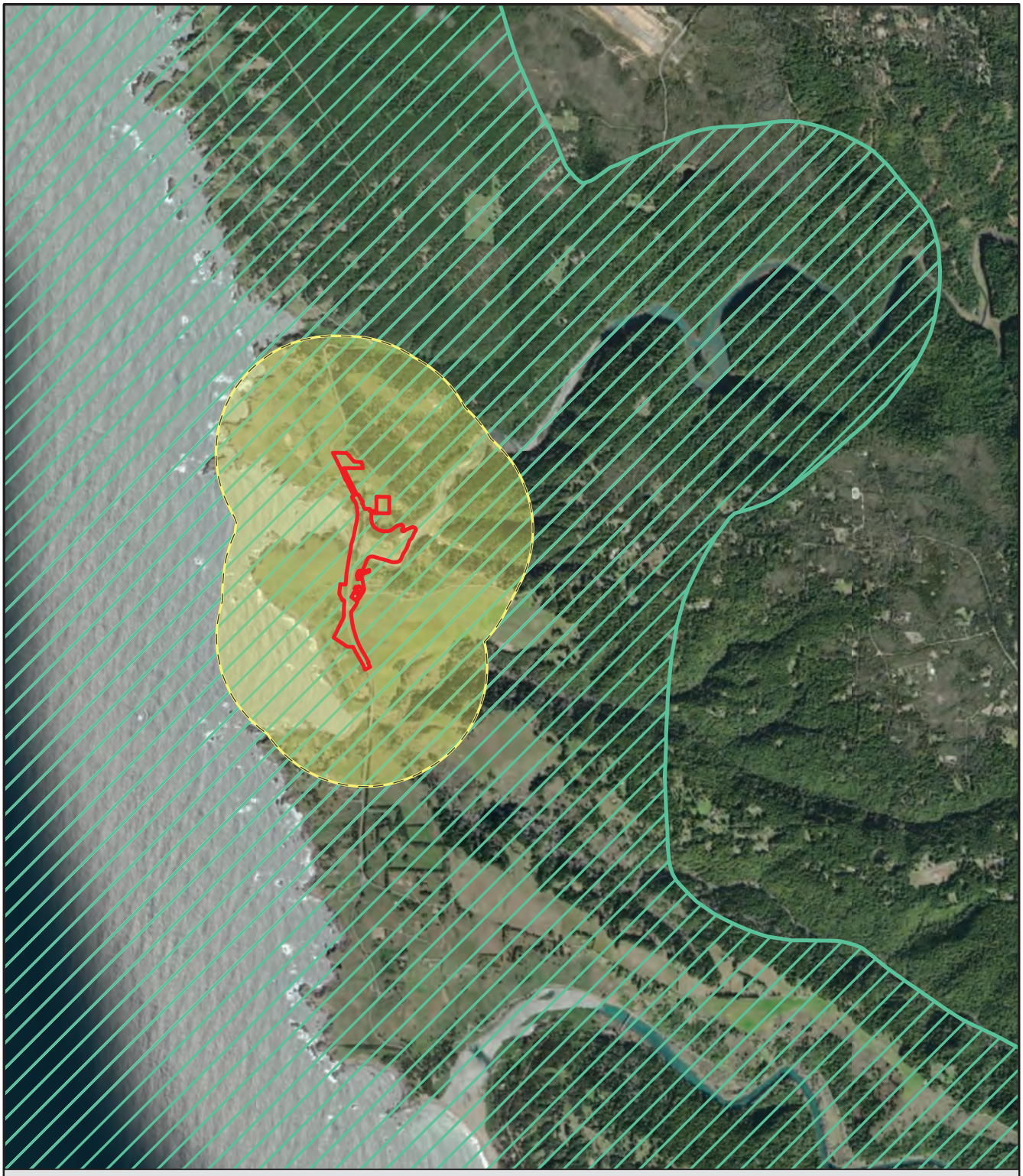
0 500 1,000 feet

Caltrans

Figure 2-3
Zoning Designations

Data Source: Stantec Inc., 2020-2023; ESRI World Imagery, 2022; Mendocino County, 2021; USGS The National Map: Geographic Names Information System, 2021;
Date: 1-5-24

Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 2s July 2023\20_016_003 Albion Figure 2s July 2023.aprx



ALBION RIVER BRIDGE PROJECT

Project Area

Land Use Study Area

Coastal Zone (extends 3 miles offshore)

N

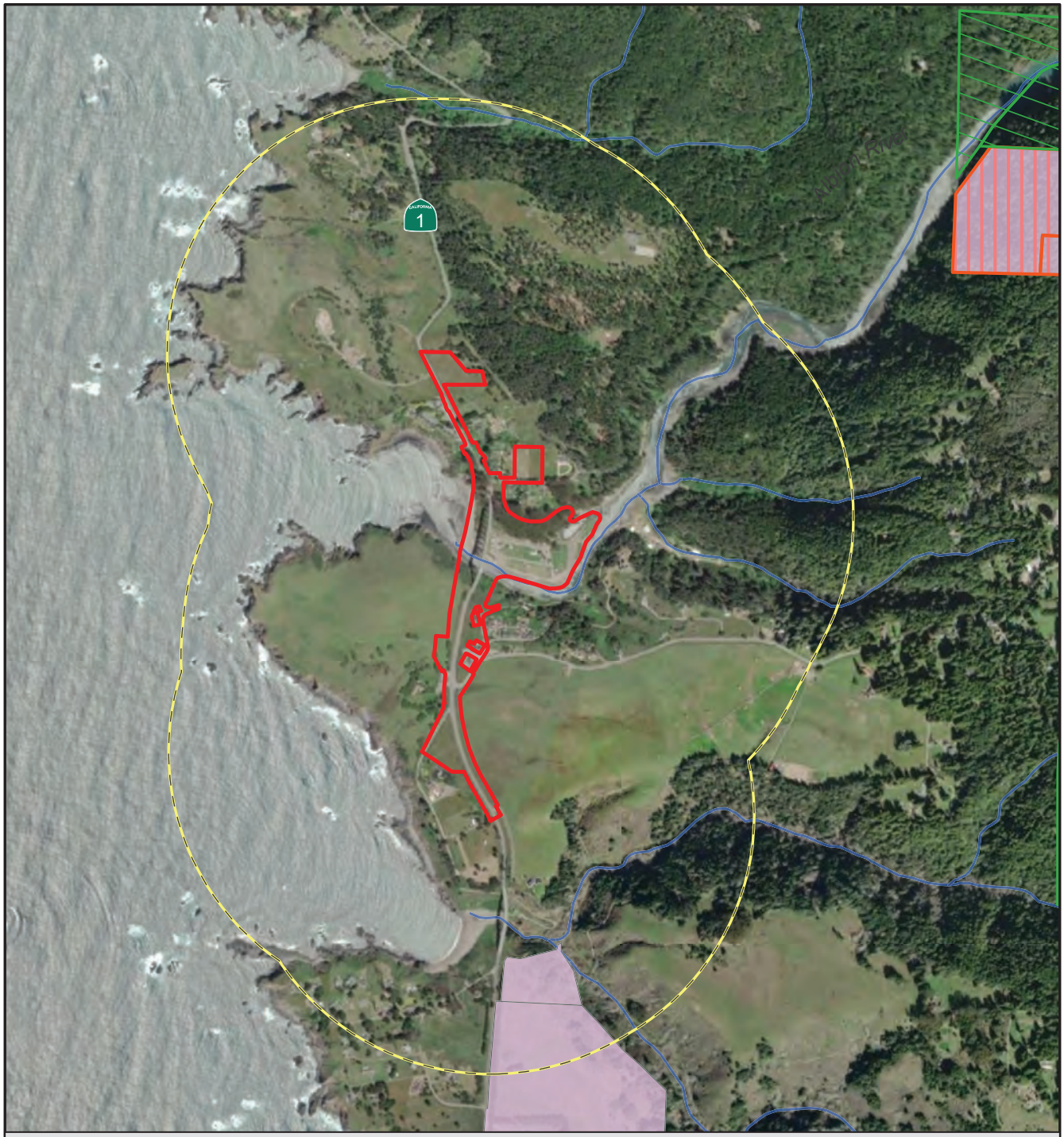
0 0.5 1 Miles

Caltrans

Figure 2-4
Coastal Zone

Data Source:
Stantec Inc., 2020-2023; ESRI World Imagery, 2021; Mendocino County, 2021; Date: 1-5-24
Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 2s July 2023\20_016_003 Albion Figure 2s July 2023.aprx

Figure 2-5. Designated Wild and Scenic River



ALBION RIVER BRIDGE PROJECT

Project Area
Land Use Study Area
Timber Production Zones
Williamson Act Non-Renewal Farmlands
Williamson Act Non-Prime Farmlands
Williamson Act Prime Farmlands

N

0 1,000 2,000 feet

Caltrans

Figure 2-6
Farmlands and Timberlands

Data Source: Stantec Inc., 2020-2023; ESRI World Imagery, 2020; Mendocino County, 2021; Date: 1-8-24

Document Path: \\GIS-2022\D-gis-desktop\AWE\20-016-003 Albion River CIA\mxd_July 2023 figure updates\20_016_003 Albion Figure 2s July 2023\20_016_003 Albion Figure 2s July 2023.aprx

Appendix A Relocation Impact Memorandum and Preliminary Property Acquisition Tables and Figures

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RELOCATION IMPACT MEMORANDUM

(Form #)

EXHIBIT
10-EX-3 (REV 12/2005)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: Katie Everett, Project Manager
Rachelle Estrada, Environmental Coordinator
Liza Walker, Environmental Senior

Date: July 26, 2023

File: 01-MEN-01-PM 43.3/44.2
EA 01-40110

From: Department of Transportation – NR/District 01
Right of Way Relocation Assistance

Subject: Relocation Impact Memorandum

It has been determined there is an impact to owners, tenants, businesses or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970.

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration, is proposing the Albion River Bridge Project (Project). The Project includes the replacement of the Albion River Bridge (No. 01-0136), which is located in Mendocino County on State Route (SR) 1. There are three build alternatives and a no-build alternative under consideration.

A review of the proposed project was conducted to determine the potential impact on the residential and non-residential units. There is a campground containing a manager's residence that could either be acquired for the project or relocated to the east side of the property. The residence is a permanent structure and determining its temporary location, or acquisition, would be negotiated with the property owner(s). Aside from the manager's residence, there are no employee structures within the proposed acquisition area to be considered for relocation assistance. The rental vacancy rate in Albion, and Mendocino County as a whole, is much lower than the CA state average. Therefore, it cannot be determined at this time that there will be sufficient relocation properties for the eligible tenant(s) within the community. The campground manager is a tenant and will be eligible for relocation benefits and assistance from the State.

Any person (individual, family, corporation, partnership, or association) who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or required to relocate as a result of a written notice from the California Department of Transportation from the real property required for a transportation project is eligible for "Relocation Assistance." All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination.

Matt Simmons
Right of Way Agent

APPROVED:

Julie Nellis
Senior Right of Way Agent

7/26/2023

c: Region/District RW DDC
Region/District P&M

ADA Notice For individuals with disabilities, this document is available in alternate formats. For information call (916) 654-5413 Voice, CRS: 1-800-735-2929, or write Right of Way, 1120 N Street, MS-37, Sacramento, CA 95814.

Table A-1. Estimated Right-of-Way Acquisition for the Albion River Bridge Project

APN	Parcel Size (SQFT)	Parcel Size (Acres)	Parcel Address	Alternative 1A			Alternative 1B		
				TCE (SQFT)	FEE (SQFT)	FEE as % Parcel Size	TCE (SQFT)	FEE (SQFT)	FEE as % Parcel Size
123-140-07	68,086	1.56	3300 CA-1	23,224	0	0%	23,224	0	0%
123-140-22	96,509	2.21	3400 CA-1	49,301	3,188	3%	49,301	3,188	3%
123-330-09	433,508	9.95	3000 N CA-1	99,733	0	0%	99,733	0	0%
123-140-24	2,806,505	64.4	3500 N CA-1	0	34,269	1%	0	34,269	1%
123-040-10	725,347	16.65	3500 N CA-1	8,789	5,847	1%	8,789	5,847	1%
123-150-48	44,885	1.03	33900 West Street	21,071	0	0%	21,071	0	0%
123-150-47	11,539	0.26	N/A	10,735	0	0%	10,735	0	0%
123-150-45	24,167	0.55	33870 Albion River South Side Road	24,321	0	0%	24,321	0	0%
123-170-15	66,983	1.54	33910 Albion River South Side Road	41,014	0	0%	41,014	0	0%
123-150-04	7,217	0.17	33890 Albion River South Side Road	816	0	0%	816	0	0%
County [a,b]	N/A	N/A	N/A	858	0	N/A	858	0	N/A
123-170-16	51,842	1.19	33920 Albion River South Side Road	1,035	0	0%	1,035	0	0%
State Lands [a]	N/A	N/A	N/A	19,174	6,572	N/A	19,174	6,572	N/A
County [a,b]	N/A	N/A	N/A	0	1,408	N/A	0	1,408	N/A
County [a]	N/A	N/A	N/A	0	0	N/A	0	0	N/A
123-040-07	292,751	6.72	N/A	49,355	50,836	17%	49,355	50,836	17%
123-170-01	705,937	16.21	33800 Albion River North Side Road	354,624	2,836	0%	354,624	2,836	0%
123-050-12	30,966	0.71	3701 Albion Little River Road	0	15,864	51%	0	15,864	51%
123-050-30	47,547	1.09	3740 Albion Ridge Road	47,293	0	0%	47,287	0	0%
123-050-31	50,142	1.15	3850 Albion Little River Road	47,184	0	0%	47,184	0	0%
123-050-28	4,997	0.11	N/A	2,934	0	0%	2,934	0	0%
123-050-03	5,239	0.12	N/A	0	1,987	38%	0	1,987	38%
123-050-27	17,780	0.41	N/A	0	1,440	8%	0	1,440	8%
123-040-06	348,921	8.01	3790 N CA-1	4,838	0	0%	4,838	0	0%
123-060-21	863,723	19.83	3801 N CA-1	328	8,119	1%	328	8,119	1%
123-030-09	1,590,931	36.52	3980 N CA-1	145	0	0%	145	0	0%
123-060-12	885,085	20.32	N/A	124,359	0	0%	124,359	0	0%
Total (SqFt)	**9,180,607**	**210.71**	**N/A**	**931,130**	**132,367**	**1%**	**931,124**	**132,367**	**1%**
Total (acres)	**210.76**	**0.005**	**N/A**	**21.38**	**3.04**	**1%**	**21.38**	**3.04**	**1%**

[a] Parcel size is not available for these public lands; these areas include County road rights-of-way and State public trust lands at Albion River.

[b] County ownership is presumed for this area; ownership will be verified during final design and right-of-way phase.

Table A-1. Estimated Right-of-Way Acquisition for the Albion River Bridge Project

APN	Parcel Size (SQFT)	Parcel Size (Acres)	Parcel Address	Alternative 2A			Alternative 2B		
				TCE (SQFT)	FEE (SQFT)	FEE as % Parcel Size	TCE (SQFT)	FEE (SQFT)	FEE as % Parcel Size
123-140-07	68,086	1.56	3300 CA-1	23,224	0	0%	23,224	0	0%
123-140-22	96,509	2.21	3400 CA-1	51,028	0	0%	52,195	0	0%
123-330-09	433,508	9.95	3000 N CA-1	99,733	0	0%	99,733	0	0%
123-140-24	2,806,505	64.4	3500 N CA-1	0	0	0%	35,742	0	0%
123-040-10	725,347	16.65	3500 N CA-1	0	0	0%	15,808	0	0%
123-150-48	44,885	1.03	33900 West Street	20,959	0	0%	21,083	0	0%
123-150-47	11,539	0.26	N/A	9,908	824	7%	9,887	848	7%
123-150-45	24,167	0.55	33870 Albion River South Side Road	17,105	7,195	30%	16,642	7,679	32%
123-170-15	66,983	1.54	33910 Albion River South Side Road	32,717	29,584	44%	35,724	18,296	27%
123-150-04	7,217	0.17	33890 Albion River South Side Road	835	0	0%	1,083	0	0%
County [a,b]	N/A	N/A	N/A	858	0	N/A	857	0	N/A
123-170-16	51,842	1.19	33920 Albion River South Side Road	847	0	0%	847	0	0%
State Lands [a]	N/A	N/A	N/A	7,819	2,842	N/A	19,166	8,860	N/A
County [a,b]	N/A	N/A	N/A	0	568	N/A	0	568	N/A
County [a]	N/A	N/A	N/A	0	4,358	N/A	0	0	N/A
123-040-07	292,751	6.72	N/A	119	16,432	6%	99,782	8,521	3%
123-170-01	705,937	16.21	33800 Albion River North Side Road	338,334	63,578	9%	340,872	39,270	6%
123-050-12	30,966	0.71	3701 Albion Little River Road	0	15,646	51%	0	15,647	51%
123-050-30	47,547	1.09	3740 Albion Ridge Road	47,287	0	0%	47,287	0	0%
123-050-31	50,142	1.15	3850 Albion Little River Road	47,184	0	0%	47,184	0	0%
123-050-28	4,997	0.11	N/A	2,940	0	0%	2,940	0	0%
123-050-03	5,239	0.12	N/A	406	788	15%	406	788	15%
123-050-27	17,780	0.41	N/A	330	672	4%	0	672	4%
123-040-06	348,921	8.01	3790 N CA-1	4,838	0	0%	4,838	0	0%
123-060-21	863,723	19.83	3801 N CA-1	274	9,842	1%	234	9,843	1%
123-030-09	1,590,931	36.52	3980 N CA-1	145	0	0%	145	0	0%
123-060-12	885,085	20.32	N/A	124,359	0	0%	124,359	0	0%
Total (SqFt)	**9,180,607**	**210.71**	**N/A**	**831,249**	**152,327**	**2%**	**1,000,036**	**110,990**	**1%**
Total (acres)	**210.76**	**0.005**	**N/A**	**19.08**	**3.50**	**2%**	**22.96**	**2.55**	**1%**

[a] Parcel size is not available for these public lands; these areas include County road rights-of-way a

[b] County ownership is presumed for this area; ownership will be verified during final design and rig

Table A-1. Estimated Right-of-Way Acquisition for the Albion River Bridge Project

APN	Parcel Size (SQFT)	Parcel Size (Acres)	Parcel Address	Alternative 3A		
				TCE (SQFT)	FEE (SQFT)	FEE as % Parcel Size
123-140-07	68,086	1.56	3300 CA-1	23,224	0	0%
123-140-22	96,509	2.21	3400 CA-1	52,899	0	0%
123-330-09	433,508	9.95	3000 N CA-1	99,733	0	0%
123-140-24	2,806,505	64.4	3500 N CA-1	24,920	11,063	0%
123-040-10	725,347	16.65	3500 N CA-1	13,614	2,195	0%
123-150-48	44,885	1.03	33900 West Street	20,839	0	0%
123-150-47	11,539	0.26	N/A	10,049	686	6%
123-150-45	24,167	0.55	33870 Albion River South Side Road	22,410	1,970	8%
123-170-15	66,983	1.54	33910 Albion River South Side Road	35,913	0	0%
123-150-04	7,217	0.17	33890 Albion River South Side Road	817	0	0%
County [a,b]	N/A	N/A	N/A	858	0	N/A
123-170-16	51,842	1.19	33920 Albion River South Side Road	847	0	0%
State Lands [a]	N/A	N/A	N/A	25,189	2,838	N/A
County [a,b]	N/A	N/A	N/A	0	568	N/A
County [a]	N/A	N/A	N/A	0	0	N/A
123-040-07	292,751	6.72	N/A	76,715	31,923	11%
123-170-01	705,937	16.21	33800 Albion River North Side Road	353,312	2,836	0%
123-050-12	30,966	0.71	3701 Albion Little River Road	0	15,646	51%
123-050-30	47,547	1.09	3740 Albion Ridge Road	47,287	0	0%
123-050-31	50,142	1.15	3850 Albion Little River Road	47,184	0	0%
123-050-28	4,997	0.11	N/A	2,934	0	0%
123-050-03	5,239	0.12	N/A	632	1,355	26%
123-050-27	17,780	0.41	N/A	286	1,154	6%
123-040-06	348,921	8.01	3790 N CA-1	4,824	0	0%
123-060-21	863,723	19.83	3801 N CA-1	333	9,290	1%
123-030-09	1,590,931	36.52	3980 N CA-1	145	0	0%
123-060-12	885,085	20.32	N/A	124,359	0	0%
Total (SqFt)	**9,180,607**	**210.71**	**N/A**	**989,322**	**81,522**	**1%**
Total (acres)	**210.76**	**0.005**	**N/A**	**22.71**	**1.87**	**1%**

[a] Parcel size is not available for these public lands; these areas include County road rights-of-way a

[b] County ownership is presumed for this area; ownership will be verified during final design and rig

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	1	43.3/44.2		

SIG REGISTERED CIVIL ENGINEER — SIGD

PLANS APPROVAL DATE

DESIGN STUDY ONLY

REGISTERED PROFESSIONAL ENGINEER — NAME XXXXX — No. XX-XX-18 — Exp. — CIVIL — STATE OF CALIFORNIA

LEGEND:

FEE	PROPOSED STATE RIGHT OF WAY	
FC	PROPOSED RIGHT OF WAY TO BE RELINQUISHED TO COUNTY	
TCE	PROPOSED TEMPORARY CONSTRUCTION EASEMENT	
AE	PROPOSED ACCESS EASEMENT	
SE	PROPOSED SUBTERRANEAN EASEMENT	
R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

ALBION RIVER BRIDGE ALTERNATIVE 1A RIGHT OF WAY MAP 1

SCALE 1" = 100'

CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

COREY MATSON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: BRIAN SIMON

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LAST REVISION: DATE PLOTTED => 9/18/2023 — TIME PLOTTED => 1:43:44 PM — 9-15-23

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	1	43.3/44.2		

SIG REGISTERED CIVIL ENGINEER — SIGN

PLANS APPROVAL DATE

DESIGN STUDY ONLY

NAME XXXXX No. XX-XX-18 Exp. CIVIL — REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA

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LEGEND:

FEE	PROPOSED STATE RIGHT OF WAY	
FC	PROPOSED RIGHT OF WAY TO BE RELINQUISHED TO COUNTY	
TCE	PROPOSED TEMPORARY CONSTRUCTION EASEMENT	
AE	PROPOSED ACCESS EASEMENT	
SE	PROPOSED SUBTERRANEAN EASEMENT	
R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

PACIFIC OCEAN

123-140-24

123-140-10

SE

FEE

TCE

STATE LANDS COMMISSION

ALBION RIVER BRIDGE (#10-0136)

R/W

123-170-15

123-170-07

123-050-03

123-050-28

123-050-27

123-040-06

123-030-09

ROUTE 1

123-060-21

123-060-12

FC

123-050-12

123-170-01

Albion River

AE

MEN COUNTY

123-050-30

123-050-31

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

COREY MATSON

FUNCTIONAL SUPERVISOR

BRIAN SIMON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

ALBION RIVER BRIDGE ALTERNATIVE 1A RIGHT OF WAY MAP 2

SCALE 1" = 100'

LAST REVISION DATE PLOTTED => 9/18/2023
TIME PLOTTED => 2:50:58 PM

9-15-23

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BORDER LAST REVISED 8/27/2019

USERNAME =>
DGN FILE => ...\01-40110-Alt 1A_RW Map 2.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0311

PROJECT NUMBER & PHASE 0100000154

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	1	43.3/44.2		

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PLANS APPROVAL DATE

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LEGEND:

FEE	PROPOSED STATE RIGHT OF WAY	
FC	PROPOSED RIGHT OF WAY TO BE RELINQUISHED TO COUNTY	
TCE	PROPOSED TEMPORARY CONSTRUCTION EASEMENT	
AE	PROPOSED ACCESS EASEMENT	
SE	PROPOSED SUBTERRANEAN EASEMENT	
R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

MEN COUNTY
TCE
123-330-09
TCE
123-140-07
123-140-22
TCE
123-140-24
FEE
SE
FEE
ROUTE 1
123-140-10
SE
PACIFIC OCEAN
STATE LANDS COMMISSION
TCE
FEE
TCE
FEE
TCE
123-170-07
FEE
R/W
123-150-48
TCE
MEN COUNTY
123-150-47
TCE
123-150-45
123-150-04
TCE
123-170-15
TCE
TCE
123-170-16
ALBION RIVER BRIDGE (#10-0136)
R/W
R/W
R/W
Albion River
AE
TCE
123-170-01

ALBION RIVER BRIDGE ALTERNATIVE 1B RIGHT OF WAY MAP 1

SCALE 1" = 100'

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: COREY MATSON
CHECKED BY:

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: BRIAN SIMON

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	1	43.3/44.2		

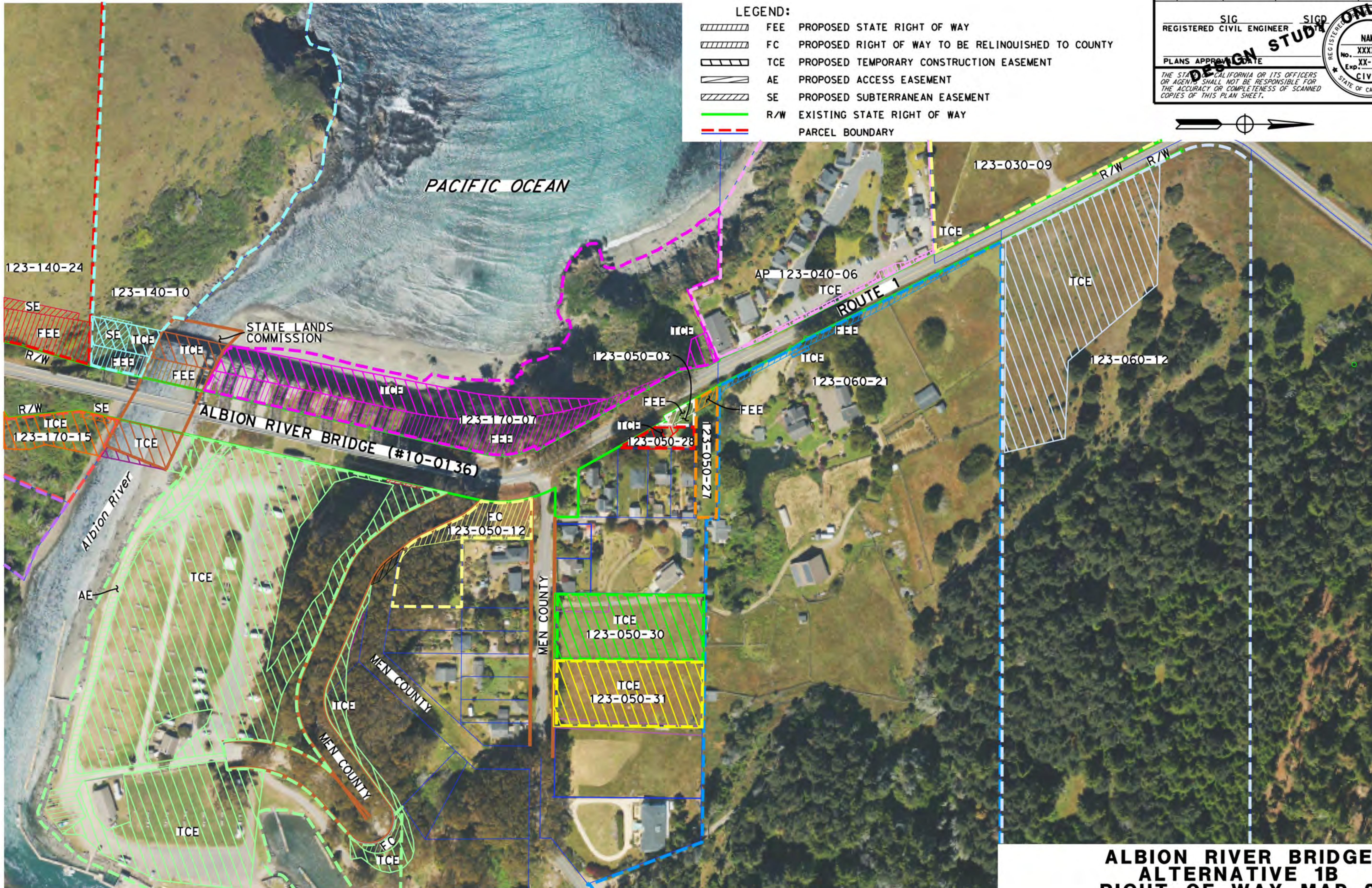
SIG
REGISTERED CIVIL ENGINEER
SIGD
PLANS APPROVAL DATE
DESIGN STUDY ONLY

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
NAME
No. XXXXXX
Exp. XX-XX-18
CIVIL
STATE OF CALIFORNIA

LEGEND:

FEE	PROPOSED STATE RIGHT OF WAY
FC	PROPOSED RIGHT OF WAY TO BE RELINQUISHED TO COUNTY
TCE	PROPOSED TEMPORARY CONSTRUCTION EASEMENT
AE	PROPOSED ACCESS EASEMENT
SE	PROPOSED SUBTERRANEAN EASEMENT
R/W	EXISTING STATE RIGHT OF WAY
	PARCEL BOUNDARY



ALBION RIVER BRIDGE ALTERNATIVE 1B RIGHT OF WAY MAP 2

SCALE 1" = 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	CHECKED BY	REVISED BY	DATE REVISED
BRIAN SIMON	COREY MATSON			

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LAST REVISION 9-15-23
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TIME PLOTTED => 10:40:43 AM

BORDER LAST REVISED 8/27/2019
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0311
PROJECT NUMBER & PHASE 0100000154

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	MEN	1	43.3/44.2		

SIG REGISTERED CIVIL ENGINEER — SIGD

PLANS APPROVAL DATE

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LEGEND:

FEE	PROPOSED STATE RIGHT OF WAY	
FC	PROPOSED RIGHT OF WAY TO BE RELINQUISHED TO COUNTY	
TCE	PROPOSED TEMPORARY CONSTRUCTION EASEMENT	
AE	PROPOSED ACCESS EASEMENT	
SE	PROPOSED SUBTERRANEAN EASEMENT	
R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

MEN COUNTY

TCE
123-330-09

TCE
123-140-07

123-140-22
TCE

ROUTE 1

123-150-48
TCE

123-150-47

FEE
123-150-45
TCE

123-150-04

MEN COUNTY

123-170-15
FEE
TCE
TCE
SE

SE
TCE
FEE

123-170-16

ALBION RIVER BRIDGE (#10-0136)

R/W

R/W

R/W

R/W

TCE
FEE

TCE
FEE

PACIFIC OCEAN

STATE LANDS COMMISSION

Albion River

AE

TCE
123-170-01

ALBION RIVER BRIDGE ALTERNATIVE 2A RIGHT OF WAY MAP 1

SCALE 1" = 100'

REVISED BY | DATE REVISED

COREY MATSON — CALCULATED-DESIGNED BY

CHECKED BY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: BRIAN SIMON

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PACIFIC OCEAN

STATE LANDS COMMISSION

ALBION RIVER BRIDGE (#10-0136)

ROUTE 1

AP 123-040-06

123-030-09

123-060-12

123-060-21

123-050-03

123-050-28

123-050-27

123-050-12

123-050-30

123-050-31

123-170-01

123-170-07

123-170-15

Albion River

MEN COUNTY

ALBION RIVER BRIDGE ALTERNATIVE 2A RIGHT OF WAY MAP 2

SCALE 1" = 100'

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: COREY WATSON

CHECKED BY:

FUNCTIONAL SUPERVISOR: BRIAN SIMON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

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Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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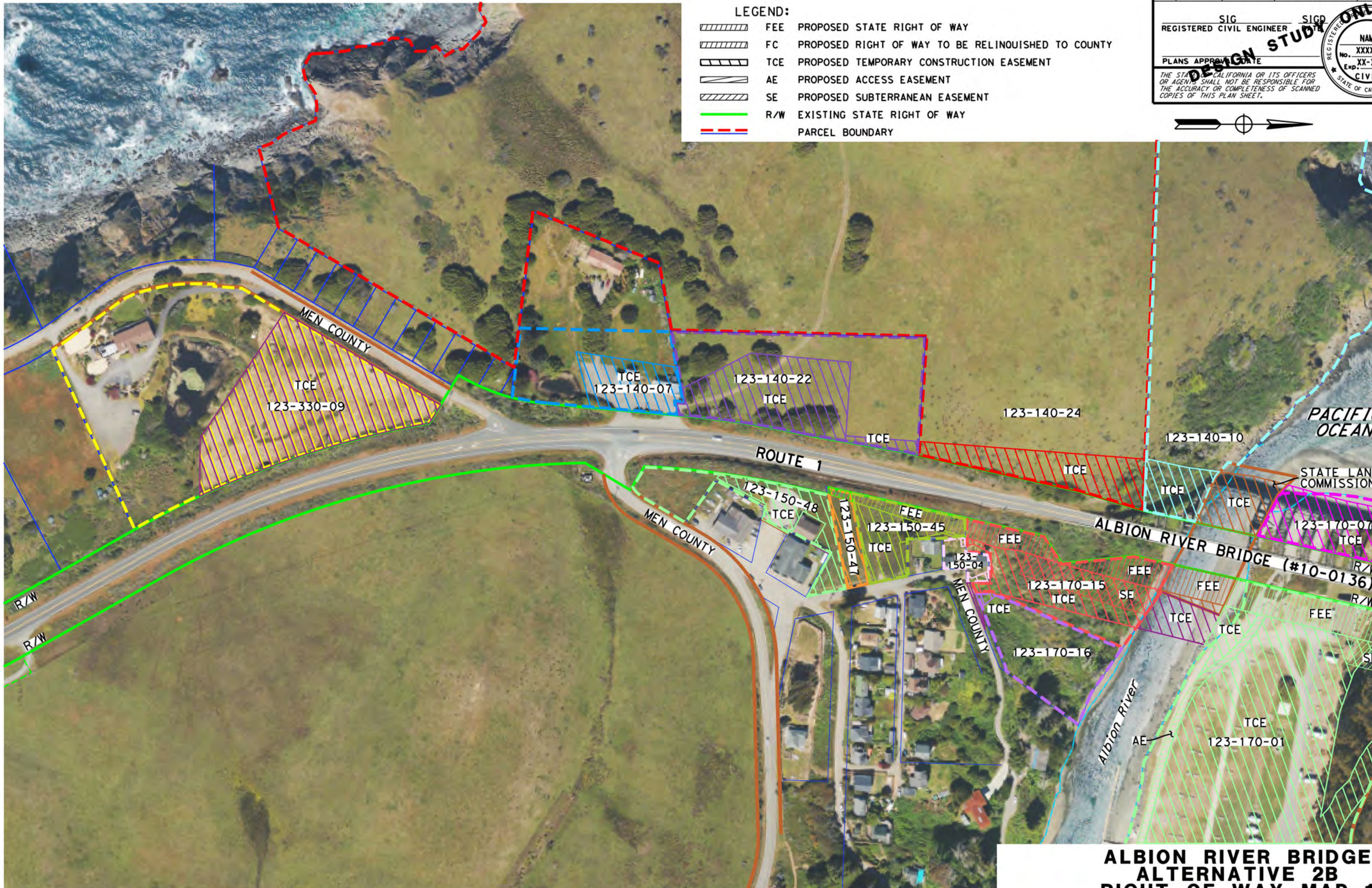
CIVIL
STATE OF CALIFORNIA



ALBION RIVER BRIDGE
ALTERNATIVE 2B
RIGHT OF WAY MAP 1

SCALE 1" = 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: BRIAN SIMON
CALCULATED-DESIGNED BY / CHECKED BY
COREY MATSON
REVISED BY / DATE REVISED

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TIME PLOTTED => 9:48:18 PM

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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 0311
PROJECT NUMBER & PHASE 0100000154

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REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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STATE OF CALIFORNIA

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SE	PROPOSED SUBTERRANEAN EASEMENT	
R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

PACIFIC OCEAN
123-140-24
123-140-10
STATE LANDS COMMISSION
TCE
R/W
ALBION RIVER BRIDGE (#10-0136)
123-170-15
SE
FEE
123-170-07
123-170-01
Albion River
AE
FC
123-050-12
123-050-03
123-050-28
123-050-27
AP 123-040-06
ROUTE 1
123-030-09
123-060-21
123-060-12
123-050-30
123-050-31
MEN COUNTY

ALBION RIVER BRIDGE ALTERNATIVE 2B RIGHT OF WAY MAP 2

SCALE 1" = 100'

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CALCULATED-DESIGNED BY: COREY MATSON
CHECKED BY
FUNCTIONAL SUPERVISOR: BRIAN SIMON
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

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LEGEND:

Symbol	Description
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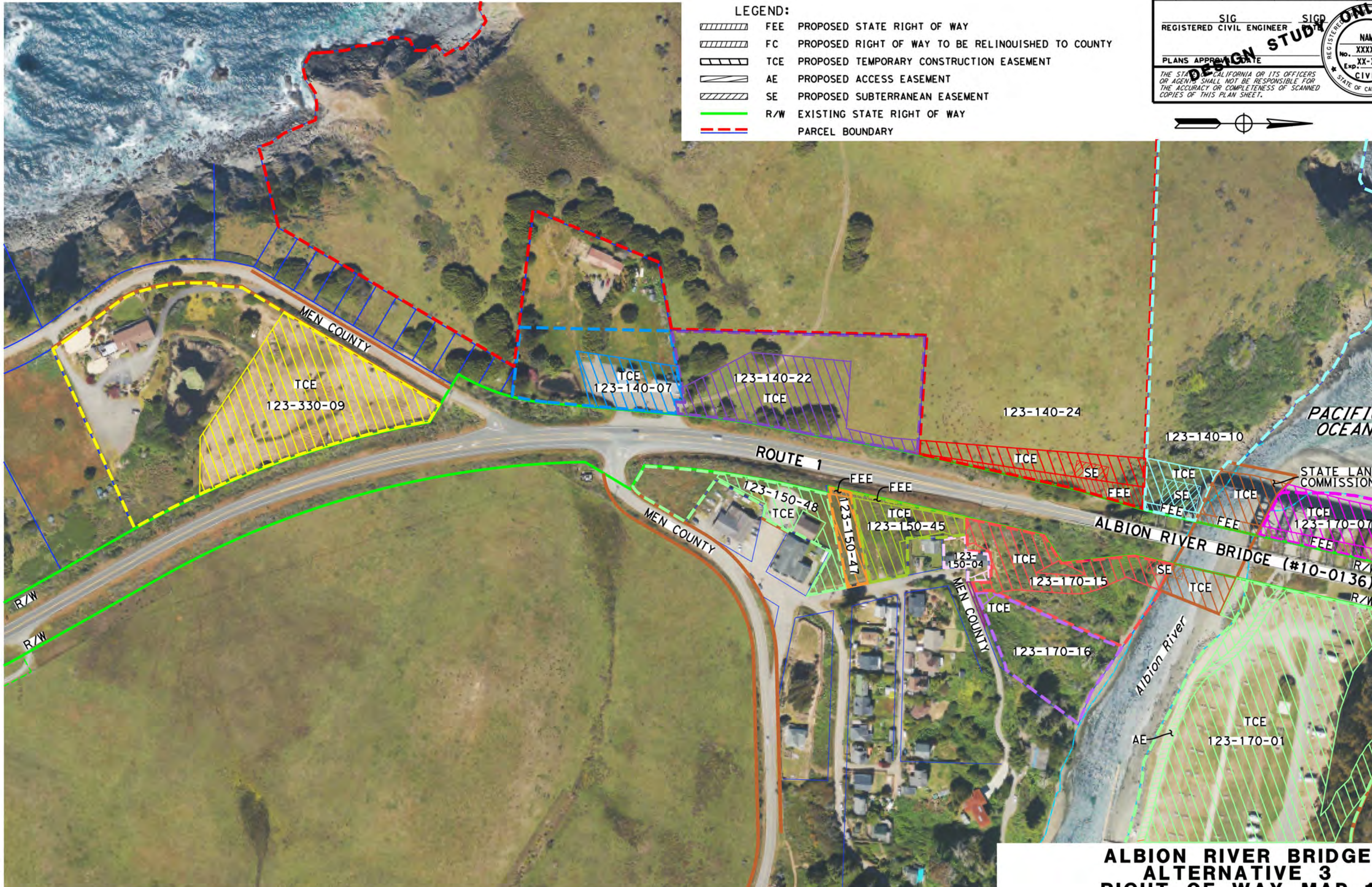
AE	PROPOSED ACCESS EASEMENT
SE	PROPOSED SUBTERRANEAN EASEMENT
R/W	EXISTING STATE RIGHT OF WAY
	PARCEL BOUNDARY



ALBION RIVER BRIDGE ALTERNATIVE 3 RIGHT OF WAY MAP 1

SCALE 1" = 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: BRIAN SIMON

CALCULATED-DESIGNED BY / CHECKED BY: COREY MATSON

REVISED BY / DATE REVISED

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01	MEN	1	43.3/44.2		

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R/W	EXISTING STATE RIGHT OF WAY	
	PARCEL BOUNDARY	

PACIFIC OCEAN

123-140-24

123-140-10

SE TCE FEE R/W

TCE SE FEE

STATE LANDS COMMISSION

TCE

TCE

123-050-03

AP 123-040-06

TCE

ROUTE 1

FEE

TCE

123-060-21

123-030-09

R/W R/W

TCE

TCE

123-060-12

FEE FEE

TCE

123-050-28

123-050-27

R/W TCE SE 123-170-15 TCE

ALBION RIVER BRIDGE (#10-0136)

123-170-07

FEE

FC 123-050-12

Albion River

AE

TCE 123-170-01

MEN COUNTY

TCE 123-050-30

TCE 123-050-31

MEN COUNTY

TCE

MEN COUNTY

TCE

FC TCE

ALBION RIVER BRIDGE ALTERNATIVE 3 RIGHT OF WAY MAP 2

SCALE 1" = 100'

CALCULATED-DESIGNED BY | REVISED BY

CHECKED BY | DATE REVISED

COREY MATSON

FUNCTIONAL SUPERVISOR: BRIAN SIMON

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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9-15-23

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Appendix B Standard Measures

Table B-1. Standard Measures

Category	Standard Measure Number	Description
Aesthetic	AR-1	Where feasible, guardrail terminals would be buried; otherwise, an appropriate terminal system would be used, if appropriate.
Aesthetic	AR-2	Where feasible, construction lighting would be limited to within the area of work. No permanent lighting is proposed for the project.
Aesthetic	AR-3	Where feasible, the removal of established trees and vegetation would be minimized, to the extent feasible. 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.
Biological	BR-1	Before start of work, as required by permit or consultation conditions, a Caltrans biologist or ECL would meet with the contractor to brief them on environmental permit conditions and requirements relative to each stage of the proposed project, including, but not limited to, work windows, drilling site management, and how to identify and report regulated species within the project areas.
Biological	BR-2	A. 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 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. B. A Bird Exclusion Plan would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle birds or bats. Exclusion devices would be installed outside of the breeding season (September 16 through January 31) to eliminate the re-occupancy of existing structures by migratory bird species that may attempt to nest on the structure during construction. On structures or parts of structures where it is not feasible to install bird exclusion devices, partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 1 through September 15 with biologist discretion) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal. C. Pre-construction surveys for active raptor nests within one-quarter mile of the construction area would be conducted by a qualified biologist within one week prior to initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests are identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site,

Category	Standard Measure Number	Description
		biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged. D. A Bat Exclusion Plan would be prepared by a qualified biologist prior to construction. Exclusion devices would be designed so they would not trap or entangle bats or birds. The Bat Exclusion Plan would include guidelines for appropriate date of exclusion and temperature parameters based on bridge type, geographic location, and species present. At the direction of a qualified biologist, exclusion devices would be installed after the maternity season but before hibernation. If overlapping resources are present (e.g., nesting birds), coordination between the Bat Exclusion Plan and any other relevant plans would occur. Measures would be monitored by a qualified biologist. E. To prevent attracting corvids (birds of the Corvidae family which include jays, crows, and ravens), no trash or foodstuffs would be left or stored on-site. All trash would be deposited in a secure container daily and disposed of at an approved waste facility at least once a week. Also, on-site workers would not attempt to attract or feed any wildlife. F. Hydroacoustic monitoring may occur during activities such as impact pile driving, hoe ramming or jackhammering, which could potentially produce impulsive sound waves that may affect listed fish species. Hydroacoustic monitoring would comply with the terms and conditions of federal and state Endangered Species Act consultations. The Hydroacoustic Monitoring Plan would describe the monitoring methodology, frequency of monitoring, positions that hydrophones would be deployed, techniques for gathering and analyzing data, quality control measures, and reporting protocols. To reduce potential hydroacoustic impacts to anadromous species due to impact pile driving, a sound-attenuation system may be implemented. The sound attenuation system would be used for piles installed in water by impact hammer. If the sound attenuation system fails, pile driving will stop immediately and will not resume until the system is operational. Types of sound attenuation system include, but are not limited to: a) Confined bubble curtain b) Unconfined bubble curtain c) Isolation casings G. A qualified biologist would monitor in-stream construction activities that could potentially impact sensitive biological receptors. The biological monitor would be present during activities such as installation and removal of dewatering or diversion systems, bridge demolition, pile-driving and hoe-ramming, and drilling for bridge foundations to ensure adherence to permit conditions. In-water work restrictions would be implemented. H. An Aquatic Species Relocation Plan (ASRP), or equivalent, would be prepared by a qualified biologist and include provisions for pre-construction surveys and the appropriate methods or protocols to relocate any species found. If previously unidentified threatened or endangered species are encountered or anticipated incidental take levels are exceeded, work would either be stopped until the species is out of the impact area, or the appropriate regulatory agency would be contacted to establish steps to avoid or minimize potential adverse effects. This Plan may be included as part of a Temporary Creek Diversion System Plan identified in BR-5. I. Artificial night lighting may be required. To reduce potential disturbance to sensitive resources, lighting would be temporary, and directed specifically on the portion of the work area actively under construction. Use of artificial

Category	Standard Measure Number	Description
		lighting would be limited to Division of Occupational Safety and Health (Cal/OSHA) work area lighting requirements. J. Protocol surveys may be required for Lotis blue butterfly, Behren's silverspot butterfly, and Western bumble bee (Bombus occidentalis) during the flight season prior to initiation of project activities. If species are discovered during construction, work would stop (or not begin) in the area of discovery and implementation of species specific AMMs and/or coordination with the appropriate resource agencies would occur. K. A Limited Operating Period would be observed, whereby all in-stream work below ordinary high water would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species.
Biological	BR-3	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.
Biological	BR-4	A. Seasonally appropriate, pre-construction surveys for sensitive plant species would be completed (or updated) by a qualified biologist prior to construction in accordance with Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018). B. A Revegetation Plan would be prepared which would include a plant palette, establishment period, watering regimen, monitoring requirements, and pest control measures. The Revegetation Plan would also address measures for wetland and riparian areas temporarily impacted by the project. C. Prior to the start of work, Temporary High Visibility Fencing (THVF) and/or flagging would be installed around sensitive natural communities, environmentally sensitive habitat areas, rare plant occurrences, intermittent streams, and wetlands and other waters, where appropriate. No work would occur within fenced/flagged areas. D. Where feasible, the structural root zone would be identified around each large-diameter tree (greater than 2-foot DBH) directly adjacent to project activities, and work within the zone would be limited. E. When possible, excavation of roots of large diameter trees (greater than 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. F. After completion, all superfluous construction materials would be completely removed from the site. The site would then be restored by regrading and stabilizing with a hydroseed mixture of native species along with fast growing sterile erosion control seed, as required by the Erosion Control Plan.

Category	Standard Measure Number	Description
Biological	BR-5	A. The contractor would be required to prepare and submit a Temporary Creek Diversion System Plan to Caltrans for approval prior to any creek diversion. Depending on site conditions, the plan may also require specifications for the relocation of sensitive aquatic species (see also Aquatic Species Relocation Plan in BR-2). Water generated from the diversion operations would be pumped and discharged according to the approved plan and applicable permits. B. In-stream work would be restricted to the period between June 15 and October 15 to protect water quality and vulnerable life stages of sensitive fish species (see also BR-2L). Construction activities restricted to this period include any work below the ordinary high water. Construction activities performed above the ordinary high water mark of a watercourse that could potentially directly impact surface waters (i.e., soil disturbance that could lead to turbidity) would be performed during the dry season, typically between June through October, or as weather permits per the authorized contractor-prepared Storm Water Pollution Prevention Plan (SWPPP) and/or project permit requirements. C. See BR-4 for Temporary High Visibility Fencing (THVF) information. D. If allowed by regulatory agencies, temporary wetland and soil protection mats may be used to prevent permanent damage and minimize temporary damage to wetlands or sensitive soils from construction activities. Mats should be designed to accommodate motorized equipment or vehicles. Mats shall be removed when access is no longer needed or by November 1 of each year.
Cultural	CR-1	Caltrans has reached out to thirteen (13) Native American tribes with interests in the project area; however, only the Sherwood Valley Band of Pomo Indians (Sherwood Rancheria) currently wishes to consult on the project. Caltrans would consult and coordinate with the Sherwood Rancheria and incorporate measures to protect tribal resources, including potential work windows associated with tribal ceremonies. Consultation will would continue through completion of construction.
Cultural	CR-2	An archaeological monitor and tribal cultural monitor designated by the Sherwood Rancheria would be present during all ground-disturbing activities, as determined in consultation with the Tribe.
Cultural	CR-3	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, implementing the protocols details in the Post Review Discovery Plan, developed in consultation with the State Historic Preservation Officer (SHPO).
Cultural	CR-4	If human remains and related items are discovered on private or State land, they would be treated in accordance with California State Health and Safety Code § Section 7050.5. Further construction or excavation disturbance and activities would be stopped in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code (PRC) Section 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 United States Code [USC] 3001). The procedures for dealing with the discovery of human remains, funerary objects, or sacred objects on

Category	Standard Measure Number	Description
		federal land are described in the regulations that implement NAGPRA 43 Code of Federal Regulations (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.
Greenhouse Gases	GHG-1	Caltrans Standard Specification "Air Quality" requires compliance by the contractor with all applicable laws and regulations related to air quality (Caltrans Standard Specification [SS] 14-9).
Greenhouse Gases	GHG-2	Compliance with Title 13 of the California Code of Regulations (CCR), 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.
Greenhouse Gases	GHG-3	Caltrans Standard Specification "Emissions Reduction" ensures construction activities adhere to the most recent emissions reduction regulations mandated by the California Air Resource Board (CARB) (Caltrans SS 7-1.02C).
Greenhouse Gases	GHG-4	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.
Greenhouse Gases	GHG-5	All areas temporarily disturbed during construction would be revegetated with appropriate native species, as appropriate. Landscaping reduces surface warming and, through photosynthesis, decreases carbon dioxide (CO2). This replanting would help offset any potential CO2 emissions increase.
Geology	GS-1	The proposed project would be designed to minimize slope failure, settlement, and erosion using recommended construction techniques and Best Management Practices (BMPs). New earthen slopes would be vegetated to reduce erosion potential.
Geology	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.
Hydrology	HF-1	No new structures would be placed which would result in a substantial backflow during a flood event.
Hydrology	HF-2	Existing bridge pilings would be removed to 3 feet below grade, which would reduce resistance and blockage of water moving downstream in a flood event.
Haz Waste	HW-1	Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, Section 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 materials containing lead.

Category	Standard Measure Number	Description
Haz Waste	HW-2	When identified as containing hazardous levels of lead, traffic stripes would be removed and disposed of in accordance with Caltrans Standard Special Provision “Remove Yellow Traffic Stripes and Pavement Markings with Hazardous Waste Residue” (SSP 14-11.12).
Haz Waste	HW-3	If treated wood waste (such as removal of signposts or guardrail) is generated during this project, it would be disposed of in accordance with Standard Specification “Treated Wood Waste.”
Haz Waste	HW-4	If asbestos containing material is removed during this project, it would be removed and disposed of in accordance with Standard Special Provision “Asbestos Compliance Plan”.
Transportation	TT-1	Pedestrian and bicycle access would be maintained during construction.
Transportation	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.
Transportation	TT-3	A Transportation Management Plan (TMP) would be applied to the proposed project and would include the following measures: • Notification to the public and applicable agencies with information regarding construction activities and planned closures. • Use of message boards and/or other messaging systems to inform the public of extended bridge closure a minimum of 7 days in advance. • Coordination with the local busing system to minimize impacts on bus schedules.
Utilities	UE-1	All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 1 throughout the construction period.
Utilities	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.
Utilities	UE-3	The proposed project is located within the Moderate or High CAL FIRE Threat Zones. The contractor would be required to submit a jobsite fire prevention plan as required by Cal/OSHA before starting job site activities. In the event of an emergency or wildfire, the contractor would cooperate with fire prevention authorities.
Water Quality	WQ-1	The proposed project would comply with the Provisions of the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-033-DWQ), effective January 1, 2023. If the proposed project results in a land disturbance of one acre or more, coverage under the Construction General Permit (Order 2022-0057-DWQ) is also required. Before any ground-disturbing activities, the contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) (per the Construction General Permit Order 2022-0057-DWQ) that includes erosion control measures and construction waste containment measures to protect Waters of the State during project construction. For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-

Category	Standard Measure Number	Description
		round as long as the Caltrans NPDES and Construction General Permit (CGP) and the corresponding requirements of those permits are adhered to. For WPCP projects (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to. The Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (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 (California Department of Transportation, 2017) to control and reduce the impacts of construction-related activities, materials, and pollutants on the watershed. The proposed 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 offsite. • 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. • For SWPPP projects (which are governed according to both the Caltrans NPDES permit and the Construction General Permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES and CGP and the corresponding requirements of these permits are adhered to. For WPCP project (which are governed according to the Caltrans NPDES permit), soil disturbance is permitted to occur year-round as long as the Caltrans NPDES permit is adhered to.
Water Quality	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 2022-0033-DWQ). 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.

Appendix C Visual Simulations

Albion River Bridge - Existing Bridge

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Caltrans DES DIVISION OF ENGINEERING SERVICES

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 5-16-2023

Albion River Bridge - Alt. 1, Design Option A

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 6-9-2023

Albion River Bridge - Alt. 1, Design Option B

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Caltrans DES Division of Engineering Services

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 6-9-2023

Albion River Bridge - Alt. 2, Design Option A

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 6-9-2023

Albion River Bridge - Alt. 2, Design Option A

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 6-9-2023

Albion River Bridge - Alt. 3, Design Option A

State Route 1, Mendocino County, California

VIEW 2 - Looking West - Campground

Prepared by Division of Engineering Services
Structures & engineering services - Bridge Architecture and Aesthetics

S. HEATH
DATE: 6-9-2023

Appendix D EJScreen Community Reports

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Mendocino County, CA

Blockgroup: 060450110012,060450110011
Population: 2,070
Area in square miles: 85.24

COMMUNITY INFORMATION

- Low income: 36 percent
- People of color: 10 percent
- Less than high school education: 3 percent
- Limited English households: 1 percent
- Unemployment: 10 percent
- Persons with disabilities: 21 percent
- Male: 52 percent
- Female: 48 percent
- 82 years — Average life expectancy
- $45,164 — Per capita income
- Number of households: 992
- Owner occupied: 70 percent

BREAKDOWN BY RACE

- White: 92%
- Black: 0%
- Asian: 3%
- Hispanic: 3%
- American Indian: 0%
- Hawaiian/Pacific Islander: 2%
- Other race: 1%
- Two or more races: 2%

BREAKDOWN BY AGE

From Ages 1 to 4	2%
From Ages 1 to 18	8%
From Ages 18 and up	92%
From Ages 65 and up	40%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	100%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic popultion can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	84%
Spanish	6%
French, Haitian, or Cajun	3%
German or other West Germanic	1%
Russian, Polish, or Other Slavic	1%
Other Indo-European	2%
Chinese (including Mandarin, Cantonese)	1%
Other Asian and Pacific Island	1%
Total Non-English	16%

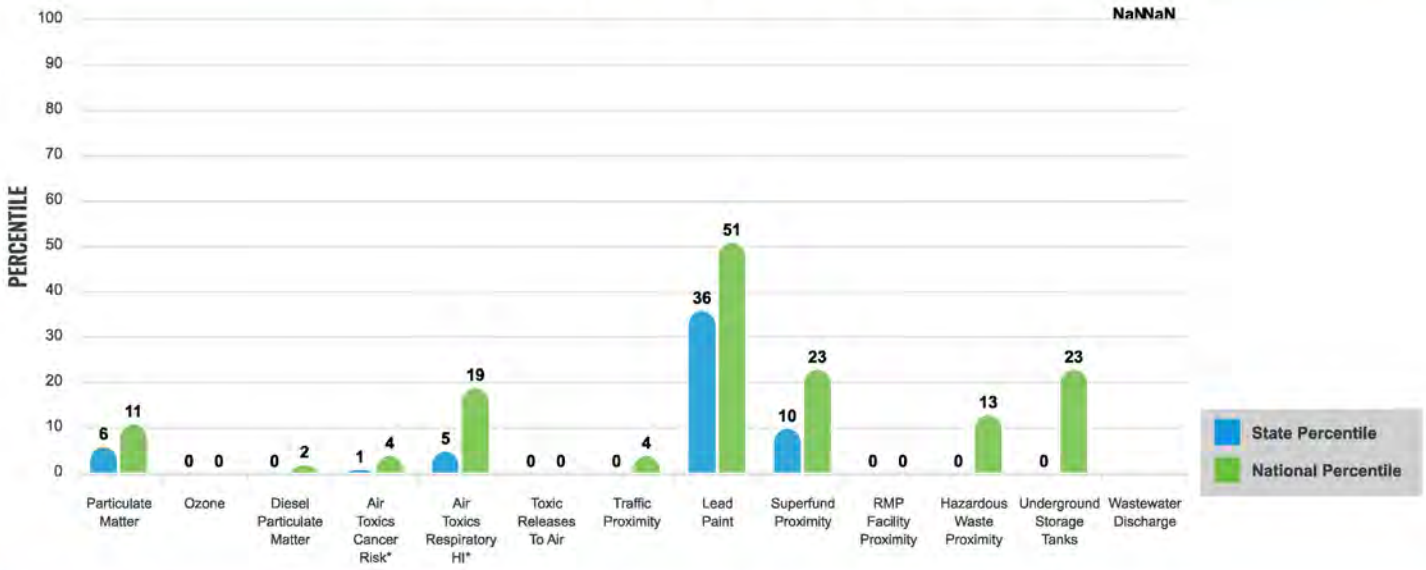
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

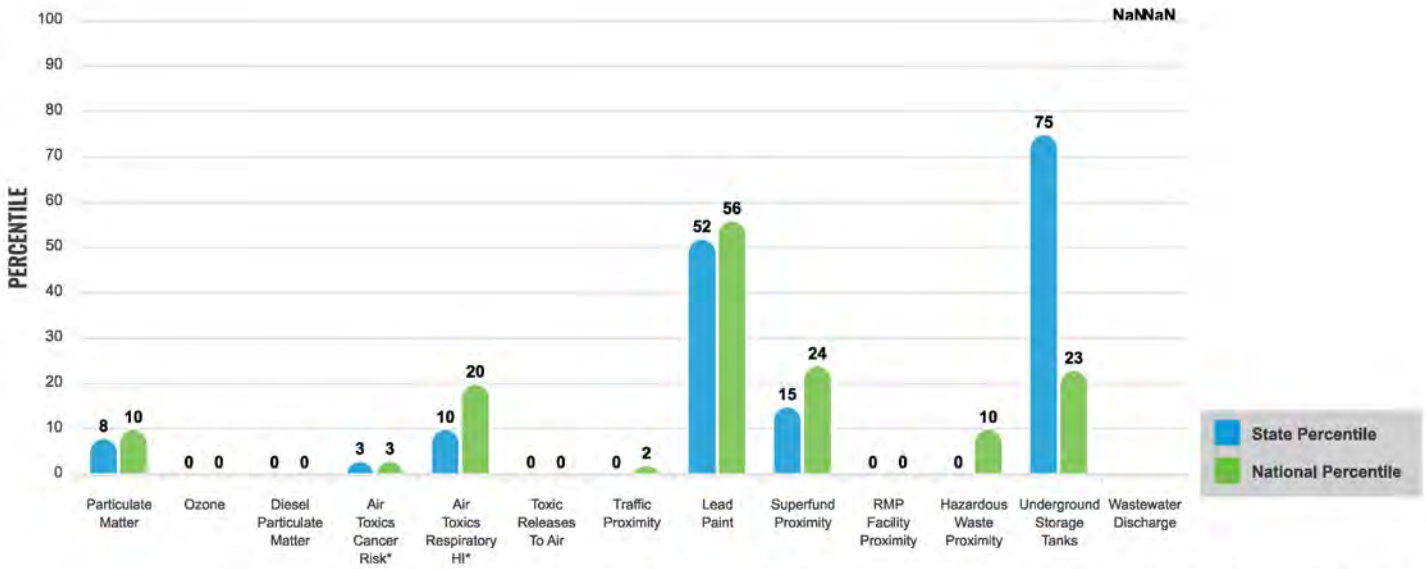
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 060450110012,060450110011

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu g/m^3$)	5.82	8.65	6	8.08	7
Ozone (ppb)	43.8	65.9	0	61.6	0
Diesel Particulate Matter ($\mu g/m^3$)	0.0241	0.26	1	0.261	1
Air Toxics Cancer Risk* (lifetime risk per million)	10	27	1	25	1
Air Toxics Respiratory HI*	0.2	0.34	2	0.31	4
Toxic Releases to Air	0	780	0	4,600	0
Traffic Proximity (daily traffic count/distance to road)	0.43	510	0	210	1
Lead Paint (% Pre-1960 Housing)	0.24	0.31	50	0.3	52
Superfund Proximity (site count/km distance)	0.021	0.17	11	0.13	19
RMP Facility Proximity (facility count/km distance)	0.014	0.57	0	0.43	0
Hazardous Waste Proximity (facility count/km distance)	0.044	5.9	0	1.9	8
Underground Storage Tanks (count/km^2)	0.017	1.5	0	3.9	22
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	4	N/A	22	N/A
SOCIOECONOMIC INDICATORS					
Demographic Index	24%	45%	17	35%	39
Supplemental Demographic Index	13%	15%	49	14%	52
People of Color	10%	61%	2	39%	23
Low Income	36%	28%	69	31%	65
Unemployment Rate	10%	7%	79	6%	82
Limited English Speaking Households	1%	9%	30	5%	59
Less Than High School Education	3%	16%	21	12%	25
Under Age 5	2%	6%	18	6%	20
Over Age 64	40%	16%	96	17%	96
Low Life Expectancy	15%	18%	25	20%	14

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 1
Air Pollution 0
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 1
Hospitals 0
Places of Worship 0

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... No

Report for Blockgroup: 060450110012,060450110011

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	15%	18%	25	20%	14
Heart Disease	8.8	5.2	97	6.1	91
Asthma	10.2	9.5	71	10	61
Cancer	9.5	5.3	98	6.1	97
Persons with Disabilities	20.6%	10.9%	95	13.4%	87

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	13%	52	12%	49
Wildfire Risk	2%	30%	62	14%	79

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	21%	10%	87	14%	76
Lack of Health Insurance	7%	7%	57	9%	49
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

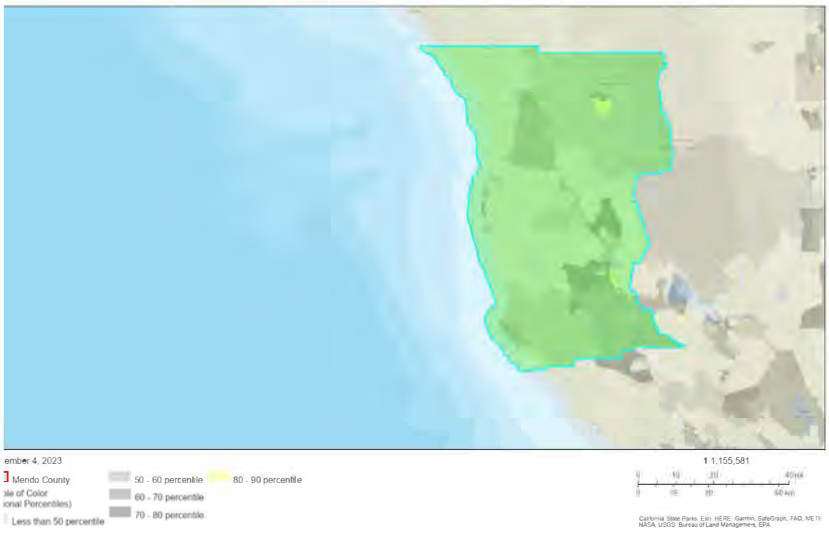
Report for Blockgroup: 060450110012,060450110011

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Mendocino County, CA

County: Mendocino
Population: 91,534
Area in square miles: 3878.13



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	78%
Spanish	19%
Other Indo-European	1%
Chinese (including Mandarin, Cantonese)	1%
Total Non-English	22%

COMMUNITY INFORMATION

- Low income: 37 percent
- People of color: 37 percent
- Less than high school education: 13 percent
- Limited English households: 3 percent
- Unemployment: 8 percent
- Persons with disabilities: 20 percent
- Male: 50 percent
- Female: 50 percent
- 81 years — Average life expectancy
- $31,324 — Per capita income
- Number of households: 34,183
- Owner occupied: 60 percent

BREAKDOWN BY RACE

- White: 77%
- Black: 1%
- Asian: 2%
- Hispanic: 26%
- American Indian: 4%
- Hawaiian/Pacific Islander: 0%
- Other race: 7%
- Two or more races: 9%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	21%
From Ages 18 and up	79%
From Ages 65 and up	22%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	87%
Speak Other Indo-European Languages	5%
Speak Asian-Pacific Island Languages	8%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

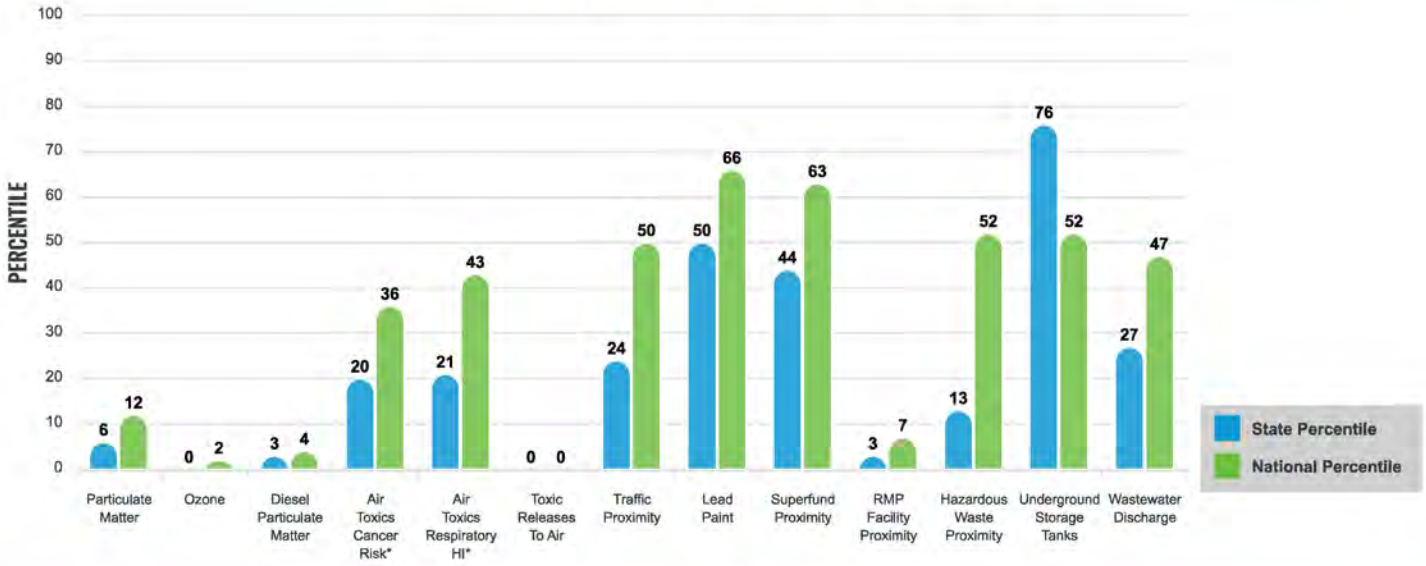
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

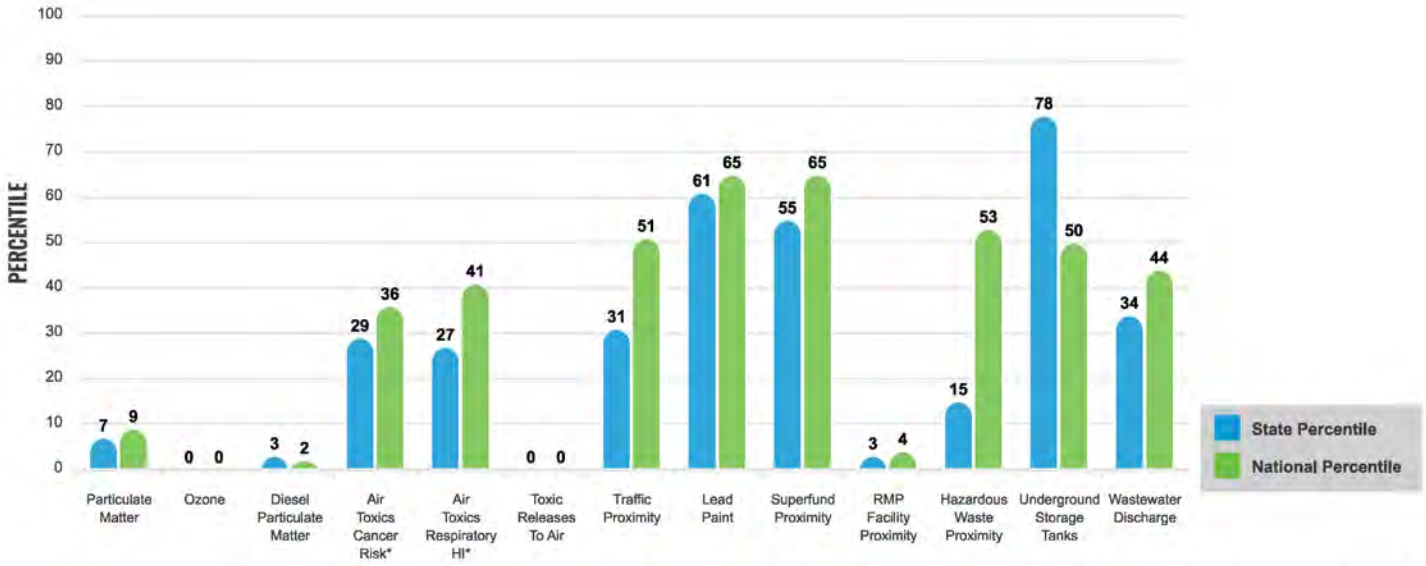
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for County: Mendocino

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu g/m^3$)	5.51	8.65	4	8.08	5
Ozone (ppb)	46.5	65.9	0	61.6	0
Diesel Particulate Matter ($\mu g/m^3$)	0.0287	0.26	1	0.261	1
Air Toxics Cancer Risk* (lifetime risk per million)	19	27	1	25	1
Air Toxics Respiratory HI*	0.23	0.34	2	0.31	4
Toxic Releases to Air	0	780	0	4,600	0
Traffic Proximity (daily traffic count/distance to road)	66	510	23	210	46
Lead Paint (% Pre-1960 Housing)	0.28	0.31	54	0.3	56
Superfund Proximity (site count/km distance)	0.12	0.17	62	0.13	71
RMP Facility Proximity (facility count/km distance)	0.024	0.57	1	0.43	2
Hazardous Waste Proximity (facility count/km distance)	0.58	5.9	10	1.9	52
Underground Storage Tanks (count/km^2)	1.5	1.5	76	3.9	53
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0025	4	42	22	56
SOCIOECONOMIC INDICATORS					
Demographic Index	37%	45%	39	35%	61
Supplemental Demographic Index	16%	15%	62	14%	67
People of Color	37%	61%	23	39%	56
Low Income	37%	28%	70	31%	66
Unemployment Rate	8%	7%	71	6%	76
Limited English Speaking Households	3%	9%	39	5%	67
Less Than High School Education	13%	16%	56	12%	68
Under Age 5	6%	6%	55	6%	57
Over Age 64	22%	16%	79	17%	74
Low Life Expectancy	19%	18%	68	20%	48

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund	1
Hazardous Waste, Treatment, Storage, and Disposal Facilities	5
Water Dischargers	137
Air Pollution	5
Brownfields	9
Toxic Release Inventory	12

Other community features within defined area:

Schools	68
Hospitals	7
Places of Worship	29

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	Yes
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for County: Mendocino

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	18%	68	20%	48
Heart Disease	7.3	5.2	92	6.1	74
Asthma	10.6	9.5	81	10	71
Cancer	7	5.3	82	6.1	67
Persons with Disabilities	19%	10.9%	93	13.4%	83

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	11%	13%	65	12%	68
Wildfire Risk	50%	30%	69	14%	85

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	16%	10%	79	14%	66
Lack of Health Insurance	10%	7%	74	9%	66
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Mendocino