

# South Coast 101 Drainage

On U.S. Route 101 in Santa Barbara County  
05-SB-101-PM R0.0/R52.20  
Project EA: 05-1J910, Project ID: 0518000086

## Initial Study with Proposed Mitigated Negative Declaration

### Volume 1 of 2



Prepared by the  
State of California Department of Transportation

June 2024



## General Information About This Document

### ***What's in this document:***

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Santa Barbara County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

### ***What you should do:***

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans district office at 50 Higuera Street, San Luis Obispo, California 93401. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects>.
- Attend the virtual (online) public information meeting on July 10, 2024, at 6:00 p.m. The meeting link will be posted on the project website: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/05-1j910>.
- Tell us what you think. If you have any comments regarding the proposed project, please attend the virtual public meeting and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Lucas Marsalek, California Department of Transportation, 50 Higuera Street, San Luis Obispo, California 93401. Submit comments via email to: [lucas.marsalek@dot.ca.gov](mailto:lucas.marsalek@dot.ca.gov).
- Submit comments by the deadline: July 22, 2024.

### ***What happens next:***

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Lucas Marsalek, District 5 Environmental Division, 50 Higuera Street, San Luis Obispo, California 93401; phone number 805-458-5408 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Restore 38 culvert locations within a total of 22 drainage systems and install Transportation Management System (TMS) elements at two locations in Santa Barbara County on U.S. Route 101 from the Ventura County line to the Old Coast Highway, 4 miles south of Buellton.

**INITIAL STUDY**  
**with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
Responsible Agency: California Transportation Commission



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Jason Wilkinson  
Deputy District Director, Environmental Analysis, District 5  
California Department of Transportation  
CEQA Lead Agency

6/7/24

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Date

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**DRAFT**

## **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:** pending

**District-County-Route-Post Mile:** 05-SB-101-R0.00/R52.20

**EA/Project Number:** 05-1J910, 0518000086

### **Project Description**

The California Department of Transportation (Caltrans) proposes to restore 38 culvert locations within a total of 22 drainage systems and install new Transportation Management System (TMS) elements at two locations on U.S. Route 101 in Santa Barbara County. The culverts are at various locations along the 52-mile stretch from the Santa Barbara-Ventura County line to the Old Coast Highway, approximately 4 miles south of Buellton. Transportation Management System elements are located within the first 2 miles of the Santa Barbara-Ventura County line.

### **Determination**

An Initial Study has been prepared by Caltrans District 5. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

The project would have no effect on agriculture and forest resources, energy, geology and soils, land use planning, mineral resources, population and housing, public services, recreation, transportation, and utilities and service systems.

The project would have no significant effect on aesthetics/visual resources, air quality, greenhouse gas emissions, hydrology and water quality, hazards and hazardous materials, noise, tribal cultural resources, and wildfire with the implementation of Caltrans' Standard Specifications, Standard Special Provisions, and avoidance and minimization measures described in the Initial Study and associated documents.

With incorporation of the mitigation measures listed below, the project would not have a significant effect on biological or cultural resources because the following mitigation measures will reduce potential impacts to less than significant:

- **Mitigation Measure BIO33:** Any areas of suitable Crotch bumblebee habitat that are temporarily impacted during construction will be replaced onsite at a minimum ratio of 1 to 1. Any areas of suitable Crotch bumblebee habitat that are permanently impacted will be replaced onsite at a minimum ratio of 2 to 1 and would include restoration with native flowering plants known to be used by the Crotch bumblebee.

- **Mitigation Measure BIO60:** Temporary impacts to jurisdictional water shall be restored at a 1 to 1 ratio (acreage). Compensatory mitigation for permanent impacts shall be at a minimum of 3 to 1 ratio (acreage), or other ratio as determined by regulatory agencies during permitting. If rock slope protection installation can be backfilled with soil and planted to restore habitat, this may be considered degradation and would be subject to a minimum mitigation ratio of 1.5 to 1 (acreage), or other ratio as determined by regulatory agencies during permitting.
- **Mitigation Measure BIO61:** Impacts to native riparian trees that have a greater than 6-inch diameter at breast height (DBH) would be offset with replacement planting within the project limits. Impacts are likely to require a minimum 3-to-1 replacement ratio by the California Coastal Commission, Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Impacts to non-native trees will likely require at minimum a 2-to-1 replacement ratio.
- **Mitigation Measure CULT2:** A Cultural Resources Management Plan (CRMP) will be completed to address a phased approach for archaeological identification efforts when parcels in the Area of Potential Effect become accessible; evaluation and mitigation protocols would be used if cultural resources are encountered.

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Jason Wilkinson  
Deputy District Director, Environmental Analysis, District 5  
California Department of Transportation

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Date

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# Chapter 1 Proposed Project

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## 1.1 Introduction

U.S. Route 101 is a major route through this portion of Santa Barbara County along the central coast of California. Within the project limits, U.S. Route 101 is a four-lane expressway/freeway facility. The terrain surrounding the corridor is mostly rolling sandstone hills with native vegetation and ocean views. Both rural and urban development surrounds the project limits. U.S. Route 101 provides the main inter-city connection for numerous communities between Los Angeles and San Francisco. Within the region, U.S. Route 101 accommodates significant amounts of interregional traffic, including commercial and agricultural trucking and tourist and business traffic. Goods movement along this corridor is important to the economic vitality of the state.

The California Department of Transportation (Caltrans) proposes to restore 38 culvert locations within a total of 22 drainage systems and install two Transportation Management System elements on U.S. Route 101 in Santa Barbara County. Drainage systems collect, convey, remove, and dispose of surface water runoff from road surfaces, shoulders, and adjoining areas. The culverts in this project are at various locations along the 52-mile stretch of U.S. Route 101 from the Santa Barbara-Ventura County line to the Old Coast Highway, approximately 4 miles south of Buellton. Transportation Management Systems are devices that collect data about roadway use or convey information to the public, such as traffic signals, freeway ramp meters, and message signs. The Transportation Management System elements for this project are detector loops for collecting traffic data and are located within the first 2 miles of the Santa Barbara-Ventura County line.

The project is proposed for funding in the 2022 State Highway Operation and Protection Program (SHOPP). The State Highway Operation and Protection Program is the State's "fix-it-first" program that funds repair and preservation, emergency projects, safety improvements, and some highway operational improvements on the State Highway System. This section of U.S. Route 101 is part of and compatible with Segment 2 of the Transportation Concept Report, operating primarily as a four-lane expressway. The project is also included in the 2040 Santa Barbara County Association of Governments Regional Transportation Plan. Project construction is expected to start in 2028 and span approximately 1.5 years. Temporary construction easements are needed to complete construction of the project. The current programmed cost for the construction of the Build Alternative is approximately \$18,662,000.

Caltrans, as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (known as NEPA). As

the NEPA lead, Caltrans is preparing a separate Categorical Exclusion document for the project. Caltrans is also the lead agency under the California Environmental Quality Act (known as CEQA). As the CEQA lead, Caltrans has prepared this document—an Initial Study with Proposed Mitigated Negative Declaration—for the project.

## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of the project is to:

- Restore damaged culverts in poor or fair condition to maintain the function of the drainage system and protect the embankments and roadway from potential slope failure.
- Replace or install new Transportation Management System (TMS) elements to maintain an efficient Intelligent Transportation System (ITS).

### **1.2.2 Need**

The project is needed for the following reasons:

- As documented in Drainage System Reports from the Culvert Inventory, culverts have been identified within the project limits that show varying degrees of damage. If culverts are allowed to deteriorate any further, future embankments and roadway failure is possible.
- Real-time traffic information—from Transportation Management System elements in an updated Intelligent Transportation System—is needed for the District 5 Transportation Management Center (TMC) to collect data to be archived into the Caltrans Performance Measurement System for historical analysis and public use.

## **1.3 Project Description**

Caltrans proposes to restore 38 culvert locations within a total of 22 drainage systems and install new Transportation Management System elements at two locations along U.S. Route 101 in Santa Barbara County. The culverts are at various locations along the 52-mile stretch from the Santa Barbara-Ventura County line to the Old Coast Highway, about 4 miles south of Buellton. Transportation Management System elements are located within the first 2 miles of the Santa Barbara-Ventura County line.

Tree removal and pruning, as well as temporary access roads, may be needed for culvert construction at some project locations. Tree removal locations will be refined throughout project development, and pruning will be in accordance with standard practices and proposed measures. Tree replanting will be included in the project plans to offset the loss of any trees. The project will require a Traffic Management Plan to minimize and manage traffic delays during construction. Some night work is anticipated.

Figure 1-1 shows the project vicinity and Figure 1-2 shows the locations where improvements are proposed. Thirteen project elements are located within the boundaries of the California Coastal Zone and are discussed in more detail in Section 2.1.5.

**Figure 1-1 Project Vicinity Map**

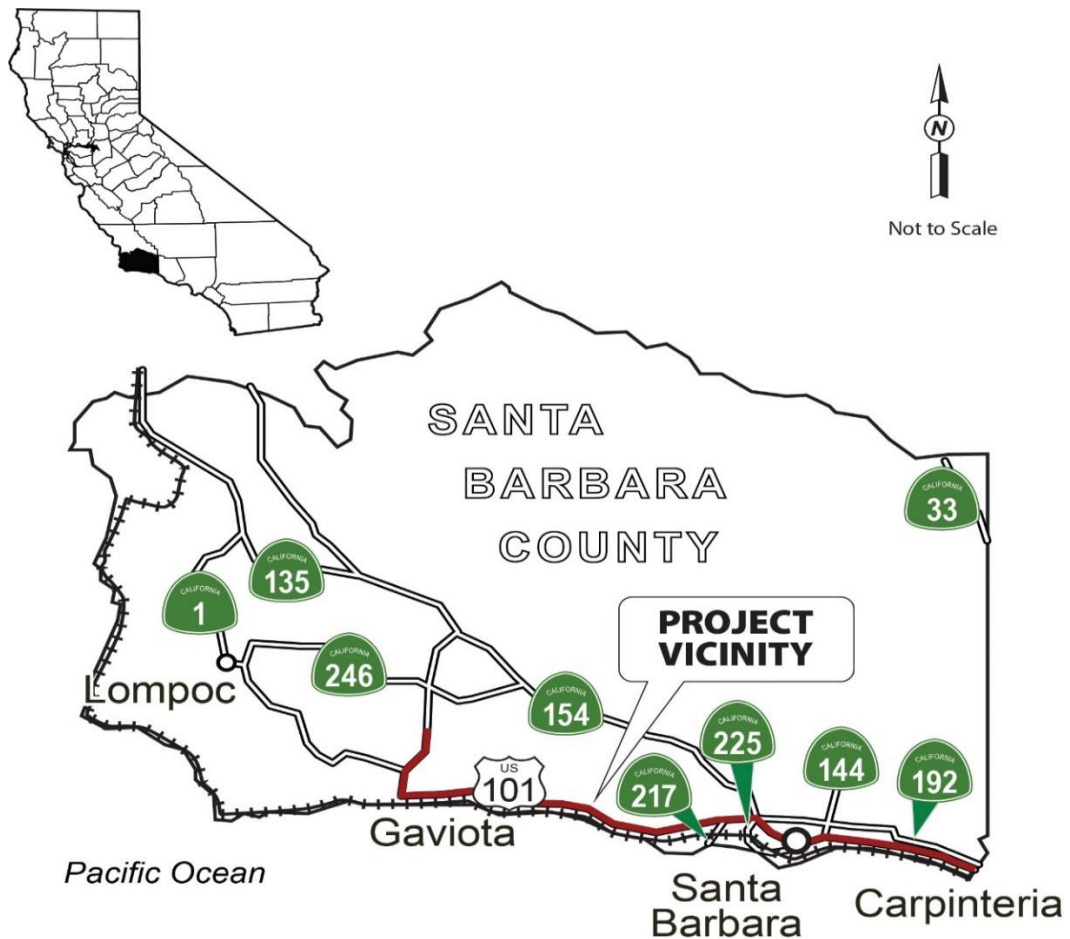


Figure 1-2 Project Location Map



### 1.3.1 Drainage Systems

Data on the condition of drainage system culverts at the proposed project locations were provided through field inspections conducted between 2005 and 2022. Culverts throughout the proposed project limits have been damaged due to corrosion, deformation, perforation, damaged inverts, shape loss, joint separation, undermined backfill, and overall deterioration. Some of the culverts have damage throughout the length of the systems while others are damaged in only certain sections of the system. If the damages are left unaddressed, the possibility of embankment and roadway failure will continue to increase until failure becomes imminent. All the drainage pipes proposed for restoration have some level of invert damage, shape loss, joint separation, and/or outlet scouring. Table 1.1 includes a summary of the proposed restoration strategy for each of the 22 drainage systems in the project.

**Table 1.1 Drainage System Locations and Strategy for Rehabilitation**

<b>Drainage System</b>	<b>Post Mile</b>	<b>Location Description</b>	<b>Restoration Strategy</b>
1	18.82	U.S. Route 101 southbound, at exit 101B	Remove and replace approximately 15 feet of reinforced concrete pipe at outlet. Headwall recommended. Regrade V-ditch. No work on roadway.
2	18.91	U.S. Route 101 southbound, just north of exit 101B	Remove and replace approximately 15 feet of reinforced concrete pipe at outlet. Headwall recommended. Regrade existing ditch, rock slope protection recommended. No work on roadway.
3	21.10	Northbound exit ramp 104A for Patterson Avenue	Remove and replace approximately 15 feet of reinforced concrete pipe at outlet. Headwall replacement recommended. No work on roadway.
4	25.06	U.S. Route 101 southbound at exit 108	Remove and replace approximately 15 feet of reinforced concrete pipe at outlet. Headwall replacement recommended. Rock slope protection recommended. No work on roadway.
5	25.30	U.S. Route 101 southbound, north of exit 108	Remove and replace approximately 20 feet of reinforced concrete pipe at outlet. Headwall replacement recommended. No work on roadway.
6	26.22	U.S. Route 101 southbound, south of Cathedral Oaks overpass	Remove and replace approximately 25 feet of reinforced concrete pipe at outlet. Headwall replacement recommended. Rock slope protection recommended. No work on roadway.
7	27.13	U.S. Route 101 median at southbound exit 110	Cured-in-place pipe at existing reinforced concrete pipe from Node 7 to 5 in the median. Median barrier unaffected. No work on roadway. Grout concrete cracking at drainage inlet.
8	27.71	U.S. Route 101 median and southbound roadway, 1.2 miles north of exit 110	Pipe-jack new 24-inch reinforced concrete pipe from outlet to median. Join pipes in median; replace median drain inlet. Headwall recommended at outlet. Median barrier unaffected.

Drainage System	Post Mile	Location Description	Restoration Strategy
9	30.85	U.S. Route 101 median and southbound roadway, 0.1 mile south of Las Varas Canyon Road	Pipe jack new 48-inch reinforced concrete pipe from outlet to median on a new alignment. Join new pipe to existing pipe in median near Node 6. Replace median drain inlet and Nodes 9-5 and 10-2. Headwall replacement and rock slope protection recommended at outlet.
10	31.50	U.S. Route 101 southbound, 0.4 miles north of Las Varas Canyon Road interchange	Replace approximately 30 feet of existing reinforced concrete pipe with reinforced concrete box culvert at outlet. Remove polyvinyl chloride waterline within box culvert unless owner has existing rights. Headwall replacement recommended. Rock slope protection recommended at outlet.
11	32.34	U.S. Route 101, median and southbound roadway, 0.5 mile south of exit 116	Pipe-jack new 24-inch rock slope protection from outlet to median. Replace drain inlet in median. Headwall recommended at outlet.
12	33.10	U.S. Route 101, median and southbound roadway, 0.3 mile north of exit 116	Place 4.5-foot steel pipe within existing reinforced concrete pipe. Grout annular space. This requires creating a deep pit in the median with extensive shoring. This strategy removes any need for railroad coordination.
13	33.34	U.S. Route 101 northbound, 0.2 mile south of exit 117 (El Capitan State Beach)	Cured-in-place pipe (Pipeline) from outlet to median. Grout voids at outlet. Remove and replace approximately 10 feet of reinforced concrete pipe at inlet. Replace headwall. Rock slope protection recommended at outlet.
14	38.10	U.S. Route 101 northbound, 0.7 mile south of Callie Real interchange	Remove and replace last 20 feet at inlet. Replace headwall.
15	40.60	U.S. Route 101 median and northbound roadway, 0.2 mile north of Tajiguas Landfill interchange	<p>Option 1: Remove and replace approximately 35 feet of reinforced concrete pipe at inlet. May require replacing shoulder structural section. Remove flared end section and replace with headwall.</p> <p>Option 2: Pipe-jack new reinforced concrete pipe on alternate alignment from inlet to median. Replace median drain inlet. Replace concrete barrier.</p>

<b>Drainage System</b>	<b>Post Mile</b>	<b>Location Description</b>	<b>Restoration Strategy</b>
16	42.17	U.S. Route 101, north and southbound roadways, 0.8 mile south of Calle Real interchange	Pipe-jack new culvert on slightly offset alignment over entire system from Node 4-3-2-1. N4-3 is collateral damage. Headwall recommended at inlet.
17	42.41	U.S. Route 101, median and northbound roadway, 0.6 mile south of Calle Real interchange	Joint repair at first joint at inlet and outlet. Replace headwall and existing outlet swale.
18	42.68	U.S. Route 101, northbound, 0.3 mile south of Calle Real interchange	Option 1: (N6 to 5 to 4 to 3) Corrosion-resistant grout injection to prevent groundwater infiltration. Areas of unsound concrete adjacent to joints require removal, any corroded reinforcement blasted clean, and installation of sacrificial anodes prior to repair with structural concrete (N3-2).  Option 2: Same as above. Also, address stress cracks in the walls and soffit (N2-1). Place high-density polyethylene pipe inside existing box culvert and fill voids with structural, corrosion-resistant concrete.
19	43.78	U.S. Route 101, southbound, 0.8 mile north of Calle Real interchange	Joint repair. Remove and replace approximately 15 feet of reinforced concrete pipe at outlet.
20	49.82	U.S. Route 101, southbound, 0.7 mile north of exit 132	Fill voids with grout and seal joints. Cracks and spall repair at exposed reinforcing steel.
21	50.89	U.S. Route 101, north and southbound roadways, 0.3 mile south of Old Coast Highway (south interchange)	Fill voids with concrete, then cured-in-place pipe (Pipeline) the entire system. Replace headwall. Rock slope protection recommended at outlet.
22	52.01	U.S. Route 101, median and southbound roadway, 0.3 mile south of Old Coast Highway (north interchange)	Cured-in-place pipe (pipeline) from existing drain inlet at inlet to existing drain inlet at median.

### 1.3.2 Transportation Management System Improvements

Transportation Management Systems are implemented by Caltrans to improve the flow of vehicle traffic and improve safety. Technologies such as closed-circuit television cameras, microwave vehicle detection systems, and traffic count stations are used to collect and send traffic data to transportation management centers. Locations and descriptions for proposed Transportation Management System improvements are shown in Table 1.2.

**Table 1.2 Proposed Transportation Management System Improvements**

System	Post Mile	Location Description	Strategy
1	R0.12	U.S. Route 101, North of Bates Road	Trench along roadside and install conductors in existing 3-inch conduit. Install 16 Type A detector loops and 8 piezo sensors. Install Type A TDC (Telephone Demarcation Cabinet), 2 Traffic Rated No. 5 pull boxes, and 1 Traffic Rated No. 6 pull box.
2	1.62	Bailard Avenue	Install 1 Type A detector loop and 1 Traffic Rated No. 5 pull box at each ramp, for a total of 4 ramps.

## 1.4 Project Alternatives

Two alternatives are being considered: the build alternative, and the no-build alternative.

### 1.4.1 Build Alternative

The build alternative is described in more detail in the Project Description, Section 1.3 above. See that description.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

### 1.4.2 No-Build (No-Action) Alternative

Under the no-build alternative, no improvements would be made to the culverts or Transportation Management Systems elements. Culverts throughout the proposed project limits have been damaged due to corrosion, deformation, perforation, damaged inverts, shape loss, joint separation, undermined backfill, and overall deterioration. If the damages are left



unaddressed, the possibility of embankment and roadway failure will continue to increase until failure becomes imminent. The no-build alternative would not meet the project's purpose and need.

## **1.5 Standard Measures and Best Management Practices Included in All Build Alternatives**

The contractor will be required to adhere to standard measures and best management practices used on all Caltrans projects during construction. Additional standard measures would be added to the project as necessary or appropriate. Some of the measures from Caltrans 2023 Standard Specifications for this project include, but are not limited to, the following:

- 7-1 Legal Relations and Responsibility to the Public: All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all the California Air Resources Board emission reduction regulations. Also included is the preparation of a Lead Compliance Plan in accordance with Caltrans Standard Specification 7-1.02k(6)(j)(ii).
- 13-1 Water Pollution Control: Install facilities and devices used for Water Pollution Control practices before performing other job site activities. Install soil stabilization and sediment control materials for Water Pollution Control practices in all active areas or before any storm event. Repair or replace facilities and devices used for Water Pollution Control practices within 24 hours of discovering any damage.
- 13-2 Water Pollution Control Program: A Water Pollution Control Program includes developing and implementing the Water Pollution Control Program, providing a Water Pollution Control manager, conducting Water Pollution Control training, and monitoring, inspecting, and correcting Water Pollution Control practices.
- 13-3 Stormwater Pollution Prevention Plan: Create, submit, and implement a stormwater pollution prevention plan that includes the installation, maintenance, repair, and removal of temporary and permanent water pollution control practices.
- 13-4 Job Site Management: Job site management work includes spill prevention and control, material management, waste management, non-stormwater management, and dewatering activities.
- 13-6 Temporary Sediment Control: Section 13-6 includes specifications for installing temporary sediment control.

- 13-7 Temporary Tracking Control: Section 13-7 includes specifications for limiting and removing sediment and debris tracked onto roadway surfacing.
- 14-1 Environmental Stewardship: Environmentally Sensitive Area (ESA) boundaries are marked on the ground and shall not be entered unless authorized.
- 14-2 Cultural Resources: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: (1) Stop all work within a 60-foot radius of the discovery, (2) Secure the area, and (3) Notify the Engineer. Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources.
- 14-6 Biological Resources: Contains specifications for species protection, qualified personnel, protection plans, wetland protection, and invasive species control. Construction equipment will be free of excessive dirt that may contain weed seed before entering the construction site. If necessary, wash stations either onsite or offsite will be established for construction equipment under the guidance of Caltrans to minimize the spread of invasive plants and/or seed within the construction area.
- 14-7 Paleontological Resources: Standard Specification 14-7.03 provides procedures to be followed for unanticipated fossil discoveries.
- 14-8 Noise and Vibration: Caltrans Standard Specifications (Section 14-8.02) require the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. The contractor will consult the District Noise Specialist if complaints are received during the construction process.
- 14-9 Air Quality: To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2022 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Requirements that reduce vehicle emissions, such as limits on idling time, may help reduce greenhouse gas emissions. The project would include a Transportation Management Plan that would reduce delays and related short-term increases in greenhouse gas emissions from disruptions in traffic flow during construction.
- 14-10 Solid Waste Disposal and Recycling: During project activities, all trash that may attract predators or scavengers shall be properly contained,

removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.

- 14-11 Hazardous Waste and Contamination: Implementation of Caltrans Standard Specifications 14-11.08 and 7-1.02k(6)(j)(iii) for regulated material containing Aerially Deposited Lead. All project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite, at all times during construction. Also, implementation of Caltrans Standard Special Provision 14-11.14 requires Caltrans to assess the handling and disposal of potential wood waste generated during the project. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- 21-2 Erosion Control Work: Best Management Practices may include hydraulic mulch, check dams, drainage inlet protection, fiber rolls, concrete washout, and Environmentally Sensitive Area fencing.
- 36-4 and 84-9 Cold Planing/Grinding and Removal of Paint: Implementation of Caltrans Standard Specification 84-9.03B for traffic stripe removal containing lead and/or Caltrans Standard Special Provision 36-4 for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic.

## **1.6 Discussion of the NEPA Categorical Exclusion**

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

## 1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Clean Water Act Section 404 General Permits – Nationwide	To be obtained before construction
Central Coast Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification	To be obtained before construction
U.S. Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species Review and Comment: Biological Opinion or Letter or Concurrence	Prior to signing of the final environmental document
California Department of Fish and Wildlife	California Fish and Game Code Section 1602: Streambed Alteration Agreement	To be obtained before construction
California Coastal Commission/Santa Barbara Local Coastal Program	California Public Resources Code Division 20 (California Coastal Act) County of Santa Barbara Local Coastal Program - Coastal Development Permit (CDP)	To be obtained before construction
State Historic Preservation Officer	Memorandum of Agreement (MOA)	Prior to signing of the final environmental document

# Chapter 2 CEQA Evaluation

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## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

### 2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment of the Proposed Drainage Improvements on Route 101 dated December 14, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

***Affected Environment***

The region is characterized by coastal bluffs and plains rising into the rolling foothills of the Santa Ynez Mountains. Sandwiched between the Pacific Ocean and the Los Padres National Forest, the terrain is mostly flat near the coastal edge, with slopes as steep as 30 percent near the hills. The ridgeline of the mountains creates a dominant element in the landscape, providing a clearly defined visual limit for the region.

Adjacent land uses along U.S. Route 101 range from commercial and residential to agricultural, open space, and rural land use. Stretching more than 50 miles to the ends of the project limits, the project can generally be divided into two different visual characters. The southern portion of the project limits is urbanized, while the northern portion of the project is less developed and generally more scenic.

***Environmental Consequences***

Implementation of the project would result in visual changes as seen from public viewpoints such as U.S. Route 101, some intersecting local streets, parks, and beaches. An increased visual urbanization of the highway facility would mostly be the result of modified drainage structures and associated roadside elements such as the replaced guardrail and minor concrete. While they would not be unexpected elements in the roadway environment, their increased size and contrasting appearance would make these otherwise visually neutral features potentially more noticeable and would contribute somewhat to the increased visual scale of the highway facility. The reduction in roadside trees and vegetation would also result in a somewhat more engineered appearance of the highway facility.

Although potential visual changes would occur, the same type of elements proposed with this project are seen elsewhere along the highway and are not by themselves inconsistent with the rural roadway character of the region or throughout the state. As a result, the proposed drainage structures, with associated paving, rock slope projection, and other roadside elements, would be subordinate to the overall experience of travelling along the highway.

During and following construction, the most noticeable aspect of the project would likely be the potential disturbed soil areas, and a reduction in trees and native vegetation associated with construction access. Although some of these actions may be considered temporary, any associated tree and vegetation removal and/or severe pruning may be noticed after construction, resulting in a loss of visual quality. To minimize this potential visual impact, the measures listed in the subsection below would be implemented.

Viewer sensitivity is also heightened because U.S. Route 101 is classified as an Officially Designated State Scenic Highway. Also, maintaining classification as a Landscaped Freeway is an important aspect of maintaining the scenic quality.

A coastal policy analysis was completed (see Appendix B), and it was determined that, with the following minimization measures, the project would be consistent with coastal policies protecting visual resources.

***Avoidance, Minimization, and/or Mitigation Measures***

With implementation of the following minimization measures, the project would be consistent with the aesthetic and visual resource protection goals along U.S. Route 101, and potential visual impacts would be reduced:

**AES-1.** Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible should be employed.

**AES-2.** Revegetate all disturbed areas with plant species appropriate to each specific work location. Plant selection shall consider biological considerations while restoring visual impacts caused by tree removal and other construction activities in conjunction with preserving ocean views.

**AES-3.** Trenching for conduit shall consider and avoid to the maximum extent feasible impacts to tree roots, irrigation, and planting.

**AES-4.** Staging and storage locations should avoid blocking views and coastal access to the maximum extent feasible.

**AES-5.** Replacement planting includes aesthetic considerations as well as the inherent biological goals. Plant material shall be selected to not interfere with coastal views and to meet regulatory permit conditions. Jurisdictional

drainage revegetation shall include native trees and plants as determined by the Caltrans Biologist and Caltrans District 5 Landscape Architecture.

**AES-6.** All visible drainage elements including but not limited to concrete headwalls, safety railings, and drain inlet aprons shall be colored to blend with the surroundings and reduce reflectivity. If required, the specific colors of these concrete elements shall be determined by Caltrans District 5 Landscape Architecture.

**AES-7.** All visible rock slope protection (RSP) should be placed in natural-appearing shapes, rather than in geometric patterns, to the greatest extent possible to reduce its engineered appearance.

**AES-8.** Following placement of rock slope protection (RSP), the visible rock should be colored or covered with soil to blend with the surroundings and reduce reflectivity. The specific color shall be determined by Caltrans District 5 Landscape Architecture.

**AES-9.** Between post miles 27.13 and 48.9 and locations falling within the coastal zone, metal roadside elements including but not limited to guardrail, guardrail transitions, and end treatments should be evaluated for color treatment to be visually compatible with the setting. If required, the staining or darkening shall be determined and approved by District 5 Landscape Architecture.

**AES-10.** Any barrier replacements associated with new culverts falling within the coastal zone or scenic highway limits shall be open style as directed by Caltrans Landscape Architecture.

**AES-11.** If vegetation control under guardrail is required, shale or colored concrete will be selected to blend in with the natural surroundings and reduce reflectivity. The selection of the vegetation control material and/or color shall be determined and approved by District 5 Landscape Architecture in coordination with District 5 field maintenance.

**AES-12.** Following construction, re-grade and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

For additional measures related to tree and vegetation removal, refer to section 2.1.4 Biological Resources: Minimization Measure BIO53 and Mitigation Measures BIO33, BIO60, and BIO61.

## 2.1.2 Agriculture and Forestry Resources

Land uses within the areas of potential impact for the project are designated mostly as grazing land, with urban and built-up land in and adjacent to the



cities of Carpinteria, Santa Barbara, and Goleta. Nine project locations are adjacent to or slightly within farmland designated as prime or unique farmland, or under a Williamson Act contract. However, access would be temporary, related to construction, and would not prevent the continuation of existing farmland activities in the area. The project would not require any acquisition of property, and no farmland (directly or indirectly) would be converted to nonagricultural use. No forest land or timberland is identified in the project vicinity that would be converted to non-forest use. Because no agricultural or forest resources will be converted, the project is consistent with applicable coastal policies. See Appendix B for the full coastal policy analysis.

Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

### 2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality, Greenhouse Gas, and Noise Quality Technical Memo, South Coast 101 Drainage dated May 8, 2024, the following significance determinations have been made:

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

#### ***Affected Environment***

The project is in the South-Central Coast Air Basin (SCCAB), which consists of San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara Air Pollution Control District (SBAPCD) regulates air quality in Santa Barbara County. The County is in non-attainment for the State Ambient Air Quality Standards for Particulate Matter (PM<sub>10</sub>). It is in attainment for the State Ozone, Particulate Matter (PM<sub>2.5</sub>), and Carbon Monoxide standards. The County is in attainment for all federal air quality standards.

#### ***Environmental Consequences***

While the Santa Barbara Air Pollution Control District has no adopted short-term construction emission thresholds in place for fugitive dust, the District's standard dust control measures must be applied to all projects because of the non-attainment status for the State Ambient Air Quality Standards for Particulate Matter 10. The County's adopted thresholds state that all construction equipment exhaust emissions of Nitrogen Oxides and Reactive Organic Gases are insignificant. However, if the grading and construction emissions are associated with a stationary source for which a Santa Barbara

Air Pollution Control District permit is required, then District Rules and Regulations will apply. Since this is not a stationary project, no permits would be required from the air pollution control district; therefore, no emission thresholds apply.

The Santa Barbara Air Pollution Control District uses 25 tons per year of Reactive Organic Gases or Nitrogen Oxides as a rule of thumb for determining significance of construction exhaust emissions. Since diesel particulate matter is the number one airborne carcinogen in the state, if the activity involves the use of diesel-powered equipment within a quarter mile of a sensitive receptor such as a school, residence, daycare, or eldercare facility, the Santa Barbara Air Pollution Control District may consider the impact significant. As calculated, the annual average construction emissions total for Reactive Organic Gases is 0.456 ton per year and for Nitrogen Oxides is 2.704 tons per year; both are well below the air pollution control district’s threshold.

Due to the small scope of work, this project presents minimal potential of inhalable construction emissions to nearby sensitive receptors that would be considered significant. Due to use of standard construction dust and emission minimization practices and procedures, project emissions of particulate matter (dust) and equipment emissions will be minimized to the maximum extent practical. Climate warming emissions are calculated and discussed in the greenhouse gas analysis later in this chapter.

**Avoidance, Minimization, and/or Mitigation Measures**

No additional measures are proposed.

**2.1.4 Biological Resources**

Considering the information in the Natural Environment Study, dated March 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact with Mitigation Incorporated

Question—Would the project:	CEQA Significance Determinations for Biological Resources
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact with Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

**Affected Environment**

The Area of Potential Effect (APE) encompasses the general limits of potential impacts resulting from the project. The Area of Potential Effect was identified by the Caltrans Design Engineer and includes the areas of construction, staging, stockpiling, detours, and channel modifications. From the Area of Potential Effect, the Biological Study Area was delineated. The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities along U.S. Route 101, which runs through this portion of Santa Barbara County in an east-west direction. The Biological Study Area occurs mostly in narrow strips between the Santa Ynez Mountains to the north and descending to the Pacific Ocean immediately to the south. The size of the Biological Study Area is collectively spread across numerous distinct locations. The project area is further refined into areas of temporary impacts and areas of permanent impacts based on estimated area of direct impacts from construction activities.

Portions of the project limit are within the coastal zone (see Appendix B for the coastal policy analysis completed for this project).

Queries and official species lists were used to develop a list of special-status species and sensitive natural communities that have the potential to occur within the Biological Study Area. Sensitive species and habitats with potential to be present in the project impact area were further researched and prioritized for identification during field surveys.

Studies conducted for this project included botanical surveys for sensitive plant species, general reconnaissance-level wildlife surveys, wetland delineation, jurisdictional waters assessment, and an Ordinary High-Water Mark (OHWM) delineation. Botanical surveys were conducted between March 2021 and August 2023. Floristic surveys were conducted within a range of months when target special-status species were flowering and identifiable following the guidelines of the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. General reconnaissance-level wildlife surveys coincided with all surveys.

Biological resources that have the potential to be affected by the project are discussed in detail below.

#### *Designated Critical Habitat*

California red-legged frog Designated Critical Habitat is present in the Biological Study Area. The project overlaps critical habitat at post miles 38.10, 49.82, and 50.89. The study area at post mile 38.10 does not provide any primary constituent elements (PCEs) (aquatic breeding, aquatic non-breeding, upland, or dispersal habitat) because it has been impacted by the Alisal fire, displays very little native vegetation, and does not occur within dispersal distance of any known or historic populations. The study area at post mile 49.82 is entirely upland and occurs within proximity to a waterway outside of the Biological Study Area. The upland habitat here would be considered poor because it occurs on a very steep fill slope adjacent to U.S. Route 101 but would be considered to have primary constituent element (4) dispersal habitat. The study area at post mile 50.89 displays primary constituent elements 1-3: suitable aquatic non-breeding, upland, and dispersal habitats. Construction at post mile locations 49.82 and 50.89 would result in a temporary disruption of potential habitat, though the extent and effects of this are estimated to be minor. Permanent impacts would occur only at post mile 50.89.

No project locations would provide steelhead habitat while under construction. The proposed construction activities would avoid affecting any current or historical steelhead habitat.

No Designated Critical Habitat has been established for southwestern pond turtle.

### *Special-Status Plant Species*

Potential habitat occurs within the Biological Study Area for 19 special-status plant taxa. This includes the Gaviota tarplant (*Deinandra increscens* ssp. *villosa*), the only Federally Endangered and State Endangered listed species with suitable habitat present in the Biological Study Area.

Two project locations at post miles 42.68 and 43.78 occur within Gaviota tarplant critical habitat. Post mile 43.78 is contained entirely within critical habitat. Temporary impacts at this location are within the heavily disturbed road median and fill slope that is composed of invasive and weedy species such as fountain grass. Habitats at this location are entirely ruderal, ornamental, or invasive. Post mile 42.68 contains Gaviota tarplant critical habitat running through a small portion of the Biological Study Area that is outside of the temporary impact area. No Gaviota tarplant was found during appropriately timed botanical surveys at any project location.

Santa Barbara honeysuckle, a California Rare Plant Risk 1B.2 species, was observed within the Biological Study Area at post mile 33.10 and outside of the Biological Study Area at post mile 32.34. These occurrences are outside of the anticipated disturbance area.

No special-status plant species were observed during surveys at each location within the Biological Study Area.

### *Invasive Plant Species*

A total of 53 invasive plants as identified by the online California Invasive Plant Council (Cal-IPC) Database (2024) were noted within the Biological Study Area. Six exotic plant species with an invasiveness rating of “High” were observed in the Biological Study Area: giant reed (*Arundo donax*), red brome (*Bromus madritensis* ssp. *rubens*), ice plant (*Carpobrotus edulis*), veldt grass (*Ehrharta calycina*), English ivy (*Hedera helix*), and salt cedar (*Tamarix ramosissima*). These invasive species were largely restricted to the ruderal/disturbed areas of the road shoulder and hillside and were not dominant. A total of 23 plants with a Cal-IPC invasiveness rating of “Moderate” were observed within the Biological Study Area, and 24 plants with an invasiveness rating of “Limited” were observed.

### *Special-Status Animal Species*

Numerous special-status animal species have the potential to occur and/or to be impacted by the project. Table 2.1 lists these species, along with listing status and the presence of and/or recommendation for the species within the Biological Study Area.

**Table 2.1 Special-Status Animal Species Potentially Present in the Biological Study Area**

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<p><b>Invertebrate</b> <i>Bombus Crotchii</i></p>	<p>Crotch bumblebee</p>	<p>State Candidate Endangered</p>	<ul style="list-style-type: none"> <li>• Suitable habitat may be present.</li> <li>• No focused surveys were conducted.</li> <li>• California Natural Diversity Database recorded observations within 1 mile of project locations.</li> <li>• Focused surveys will be conducted approximately one year prior to construction for permit acquisition.</li> <li>• Avoidance and minimization measures recommended. Mitigation recommended if species is present and impacts are unavoidable.</li> </ul>	<p>California Endangered Species Act determination: no take of Crotch bumblebee will occur.</p>
<p><b>Invertebrate</b> <i>Danaus plexippus</i></p>	<p>monarch butterfly (overwintering populations)</p>	<p>Candidate for Federal listing California Natural Diversity Database Special Animal List</p>	<ul style="list-style-type: none"> <li>• Marginally suitable habitat present.</li> <li>• No focused surveys were conducted.</li> <li>• Overwintering monarchs documented near multiple project locations by California Department of Fish and Wildlife.</li> <li>• Monarchs may be present.</li> <li>• Roosting monarch survey will be conducted prior to tree removal and construction at suitable roosting sites.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	<p>Not applicable</p>
<p><b>Fish</b> <i>Eucyclogobius newberryi</i></p>	<p>tidewater goby</p>	<p>Federally Endangered California Species of Special Concern</p>	<ul style="list-style-type: none"> <li>• Suitable habitat does not exist.</li> <li>• Species not expected to inhabit Molino Creek.</li> <li>• No further studies recommended.</li> </ul>	<p>Federal Endangered Species Act Section 7 determination: no effect on tidewater goby.  Federal Endangered Species Act Section 7 determination: no effect on tidewater goby critical habitat.</p>

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<p><b>Fish</b> <i>Oncorhynchus mykiss irideus</i></p>	<p>Southern California steelhead</p>	<p>Federal Endangered Designated Critical Habitat Distinct Population Segment California Natural Diversity Database Special Animal List</p>	<ul style="list-style-type: none"> <li>• Mostly unsuitable habitat.</li> <li>• Species not observed at any project locations.</li> <li>• No documented populations in Biological Study Area.</li> <li>• Species not expected to be present.</li> <li>• Avoidance and minimization measure recommended.</li> </ul>	<p>Federal Endangered Species Act Section 7 determination: no effect on Southern California steelhead.</p> <p>Federal Endangered Species Act Section 7 determination: no effect on Southern California steelhead critical habitat.</p> <p>California Endangered Species Act determination: no take of Southern California steelhead.</p>
<p><b>Amphibian</b> <i>Rana draytonii</i></p>	<p>California red-legged frog</p>	<p>Federally Threatened Designated Critical Habitat California Species of Special Concern</p>	<ul style="list-style-type: none"> <li>• Suitable habitat exists, and presence is inferred.</li> <li>• No protocol surveys were conducted.</li> <li>• Species not observed during reconnaissance surveys.</li> <li>• California Natural Diversity Database recorded observations.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	<p>Federal Endangered Species Act Section 7 determination: may affect, and is likely to adversely affect, California red-legged frog.</p> <p>Federal Endangered Species Act Section 7 determination: may affect, and is likely to adversely affect, California red-legged frog critical habitat.</p>
<p><b>Amphibian</b> <i>Rana boylei</i></p>	<p>foothill yellow-legged frog</p>	<p>Federally Endangered State Endangered</p>	<ul style="list-style-type: none"> <li>• No protocol surveys were conducted.</li> <li>• Species not observed during reconnaissance surveys.</li> <li>• The species is considered extirpated from the South Coast Distinct Population Segment.</li> <li>• No further studies recommended.</li> </ul>	<p>Federal Endangered Species Act Section 7 determination: no effect on foothill yellow-legged frog.</p> <p>California Endangered Species Act determination: no take of foothill yellow-legged frog.</p>



Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<b>Amphibian</b> <i>Taricha torosa</i>	coast range newt	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists; potentially present at two post miles: 42.68 and 50.89.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database records near the Biological Study Area.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Reptile</b> <i>Actinemys pallida</i>	southwestern pond turtle	Federal Proposed Threatened California Species of Special Concern	<ul style="list-style-type: none"> <li>• Marginally suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database recorded observations in the region, but no records within the Biological Study Area.</li> <li>• Species not expected to be present.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Federal Endangered Species Act Section 7 determination: may affect, is likely to adversely affect southwestern pond turtle.  Federal Endangered Species Act Section 7 determination: no effect on southwestern pond turtle critical habitat.
<b>Reptile</b> <i>Thamnophis hammondi</i>	two-striped garter snake	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists; potentially present at two post miles: 42.68 and 50.89.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database records near the Biological Study Area.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Reptile</b> <i>Anniella pulchra</i>	northern California legless lizard	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Good potential for presence.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database records exist through the post mile limits.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<b>Reptile</b> <i>Phrynosoma blainvillii</i>	coast horned lizard	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database records exist through the post mile limits.</li> <li>• Good potential for presence.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Reptile</b> <i>Salvadora hexalepis virgultea</i>	coast patch-nosed snake	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database records exist through the post mile limits.</li> <li>• Good potential for presence.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Bird</b> <i>Ammodramus savannarum</i>	grasshopper sparrow	Protected by Federal Migratory Bird Treaty Act  California Species of Special Concern	<ul style="list-style-type: none"> <li>• Marginally suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• No further studies recommended.</li> </ul>	Not applicable
<b>Bird</b> <i>Athene cunicularia</i>	burrowing owl	Protected by Federal Migratory Bird Treaty Act  California Species of Special Concern	<ul style="list-style-type: none"> <li>• Marginally suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• No burrows were observed.</li> <li>• No further studies recommended.</li> </ul>	Not applicable

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<p><b>Bird</b> <i>Buteo regalis</i></p>	<p>ferruginous hawk (wintering)</p>	<p>Protected by Federal Migratory Bird Treaty Act  California Department of Fish and Wildlife Watch List</p>	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• May be an uncommon winter visitor.</li> <li>• No further studies recommended.</li> </ul>	<p>Not applicable</p>
<p><b>Bird</b> <i>Elanus leucurus</i></p>	<p>white-tailed kite</p>	<p>Protected by Federal Migratory Bird Treaty Act  California Department of Fish and Wildlife Fully Protected</p>	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• No further studies recommended.</li> </ul>	<p>Not applicable</p>
<p><b>Bird</b> <i>Empidonax traillii extimus</i></p>	<p>southwestern willow flycatcher</p>	<p>Protected by Federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503  Federally Endangered  State Endangered</p>	<ul style="list-style-type: none"> <li>• Marginal foraging and migration habitat may occur. No critical habitat in the Biological Study Area.</li> <li>• California Natural Diversity Database: no known records within Biological Study Area.</li> <li>• No protocol surveys were conducted.</li> <li>• Species not observed during surveys; assumed to be absent.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	<p>Federal Endangered Species Act Section 7 determination: no effect on southwestern willow flycatcher.  Federal Endangered Species Act Section 7 determination: no effect on southwestern willow flycatcher critical habitat.  California Endangered Species Act determination: no take of southwestern willow flycatcher.</p>
<p><b>Bird</b> <i>Progne subis</i></p>	<p>purple martin</p>	<p>Protected by Federal Migratory Bird Treaty Act  California Species of Special Concern</p>	<ul style="list-style-type: none"> <li>• Suitable habitat exists as sycamore tree nesting habitat.</li> <li>• Species not observed during surveys.</li> <li>• No further studies recommended.</li> </ul>	<p>Not applicable</p>

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<b>Bird</b> <i>Setophaga petechia</i>	American yellow warbler	California Species of Special Concern  Protected by Federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503	<ul style="list-style-type: none"> <li>Suitable habitat exists.</li> <li>Species not observed during surveys.</li> <li>Santa Barbara Breeding Bird Study database has several records of the species in areas adjacent to the Biological Study Area.</li> <li>No further studies recommended.</li> </ul>	Not applicable
<b>Bird</b> <i>Vireo bellii pusillus</i>	least Bell's vireo	Federally Endangered  State Endangered  Protected by Federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503	<ul style="list-style-type: none"> <li>Marginally suitable habitat.</li> <li>Species not observed during surveys; assumed to be absent.</li> <li>No protocol surveys were conducted.</li> <li>California Natural Diversity Database: no known records within Biological Study Area.</li> <li>Avoidance and minimization measures are recommended.</li> </ul>	Federal Endangered Species Act Section 7 determination: no effect on least Bell's vireo.  Federal Endangered Species Act Section 7 determination: no effect on least Bell's vireo critical habitat.  California Endangered Species Act determination: no take of least Bell's vireo.
<b>Bird</b> Class Aves	other migratory and nesting birds	Protected by Federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503	<ul style="list-style-type: none"> <li>Suitable habitat and forage exist in the study area.</li> <li>Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Mammal</b> <i>Antrozous palidus</i>	pallid bat	California Species of Special Concern	<ul style="list-style-type: none"> <li>Suitable habitat exists.</li> <li>Species not observed during surveys.</li> <li>No sign or evidence of roosting on any culverts during daytime surveys.</li> <li>Presence cannot be ruled out.</li> <li>No further studies recommended.</li> </ul>	Not applicable

Scientific Name	Common Name	Listing Status	Presence and/or Recommendations	Determination
<b>Mammal</b> <i>Lasiurus frantzii</i>	western red bat	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Due to generality of habitat preference, presence cannot be ruled out.</li> <li>• No further studies recommended.</li> </ul>	Not applicable
<b>Mammal</b> <i>Nyctinomops macrotis</i>	big free-tailed bat	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Marginally suitable habitat exists in the form of trees for roosting. All other typical roost habitats are absent.</li> <li>• No further studies recommended.</li> </ul>	Not applicable
<b>Mammal</b> <i>Neotoma Lepida Intermedia</i>	San Diego desert woodrat	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable habitat exists.</li> <li>• Species not observed during surveys.</li> <li>• California Natural Diversity Database: five occurrences of the species in the Biological Study Area.</li> <li>• Avoidance and minimization measures are recommended.</li> </ul>	Not applicable
<b>Mammal</b> <i>Taxidea taxus</i>	American badger	California Species of Special Concern	<ul style="list-style-type: none"> <li>• Suitable foraging and possibly suitable denning habitat exist.</li> <li>• Species not observed during surveys.</li> <li>• No further studies recommended.</li> </ul>	Not applicable

### *Jurisdictional Wetlands, Other Waters, and Riparian Habitat*

Wetlands, other waters, and riparian areas are regulated by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission. Wetland delineations were conducted based on literature review and onsite investigation to determine the presence of three parameters within the study area: hydrophytic vegetation, hydric soil, and wetland hydrology. The wetland determination methodology used was in accordance with the Regional Supplement to the Corps of Engineers Wetland Delineation Manual for the Arid West Region (USACE 2008). The California Coastal Act defines wetlands differently than other jurisdictional agencies do, requiring only the presence of one of the typical wetland parameters of wetland hydrology, hydrophytic vegetation, or hydric soils. Delineations of the Ordinary High-Water Mark (OHWM) were conducted between May 2021 and August 2023 and conducted in accordance with the U.S. Army Corps of Engineers guidance documents and policies.

#### Wetlands

Wetland resources were identified at two locations. The first location is a seep wetland at post mile 50.89, forming the headwaters of an intermittent stream near the top of the Nojoqui Grade. This wetland is outside the coastal zone but meets federal and state criteria (wetland hydrology, hydrophytic vegetation and hydric soil conditions). It covers 0.415 acre of the study area. The second location is the edge of a seasonally ponded area along the south coast near post mile 25.30, covering 0.012 acre. This wetland is also outside the coastal zone.

#### Riparian Habitat and Other Waters

Multiple reaches of ephemeral and intermittent streams were identified, including a few named streams as well as numerous unnamed tributaries that ultimately contribute water to the Pacific Ocean. Within the project limits, these features are non-wetland streams totaling 0.361 acre. One location's study area extends all the way to the ocean and includes a short reach of tidally influenced stream (0.240 acre). The stream features are all in watersheds that are tributaries to the Pacific Ocean and therefore are assumed to be subject to federal jurisdiction. Caltrans intends to proceed with permitting the project under a Preliminary Jurisdictional Determination. Under this process, the U.S. Army Corps of Engineers does not confirm isolation and a lack of jurisdiction.

In addition to potential Clean Water Act waters, Caltrans also mapped 0.041 acre of streambanks and 1.977 acres of woody riparian areas subject to Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdiction. Also identified were roadside ditches at four locations (0.054 acre) that convey stormwater under or away from the highway along a well-defined path. The mapped ditch features show signs of flow, including

sediment sorting, a scoured bed, and/or direct observation of flowing water during storms. These features may be subject to regulation by the Regional Water Quality Control Board. Where the proposed work falls within the coastal zone, Caltrans also evaluated for aquatic Environmentally Sensitive Habitat Areas (ESHAs) such as coastal streams, coastal 1- or 2-parameter wetlands, and coastal riparian Environmentally Sensitive Habitat Areas. Approximately 0.509 acre of non-wetland streams, including tidal reaches and 1.319 acres of native riparian areas, were mapped within coastal zone locations. No coastal wetlands were present.

### ***Environmental Consequences***

#### ***Designated Critical Habitat***

The project may affect and is likely to affect California red-legged frog critical habitat. Formal consultation will be completed through the Programmatic Biological Opinion with the U.S. Fish and Wild Service. Construction at post miles 49.82 and 50.89 would result in a temporary disruption of potential habitat for the California red-legged frog, though the extent and effects of this are estimated to be minor. Permanent impacts would occur only at post mile 50.89.

There will be no effects on federally designated critical habitat for any other listed animal species. There will be no impacts to federally designed critical habitat for any of the federally listed plants.

Permanent impacts would result mostly from the installation of rock slope protection and new headwalls at relevant locations. Temporary impacts would occur from grading of construction access areas, jack and bore pits, and excavations for cut and cover for culvert installation. Environmentally Sensitive Area fencing would be installed along the maximum disturbance limits, as appropriate, to minimize disturbance to habitats/vegetation. Special Provisions for the installation of Environmentally Sensitive Area fencing would be included in the Construction Contract and be identified on the project plans. Prior to the start of construction activities, Environmentally Sensitive Area areas would be delineated in the field and be approved by the Caltrans Environmental division. Areas of potential temporary disturbance to natural habitats would be stabilized and replanted; these include areas supporting coast live oak woodlands, coyote bush scrub, arroyo willow thickets, giant wild rye grasslands, coastal sagebrush scrub, California sycamore woodlands, lemonade berry scrub and toyon chaparral.

The Biological Study Area does not occur within a known wildlife corridor, and no wildlife connectivity impacts are anticipated. Certain invasive weedy plants occur within the Biological Study Area, and measures would be implemented to avoid and minimize the spread of these species throughout the study area.

### *Special-Status Plant Species*

No impacts to special-status plant species are anticipated. The Biological Study Area supports suitable habitat for multiple plant species identified; however, none of these were observed within the project study area during appropriately timed surveys. The project is not anticipated to impact any federal or state listed plant species.

Because of a lack of suitable habitat and/or no observations during appropriately timed floristic surveys, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the following federally listed plants: salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*), Gaviota tarplant (*Deinandra increscens* ssp. *villosa*), Contra Costa goldfields (*Lasthenia conjugens*), Gambel's water cress (*Nasturtium gambelii*), California Orcutt grass (*Orcuttia californica*), marsh sandwort (*Arenaria paludicola*), and spreading Navarretia (*Navarretia fossalis*). There will be no impacts to federally designated critical habitat for any of these federally listed species.

### *Invasive Plant Species*

Ground disturbance and other activities related to construction could potentially spread or introduce invasive species within the Biological Study Area. The distribution of most invasive plant species is scattered throughout the Biological Study Area and most common in ruderal/disturbed areas along the edges of U.S. Route 101.

### *Special-Status Animal Species*

No formal or informal consultation with the National Marine Fisheries Service is required for steelhead because none of the project locations would provide steelhead habitat while under construction. The proposed construction activities would avoid affecting any current or historical steelhead habitat.

There is no Essential Fish Habitat for federally managed species at the proposed project locations; therefore, no Essential Fish Habitat consultation with the National Marine Fisheries Service will be required.

The project is not anticipated to result in the take of state listed species, and California Endangered Species Act consultation is not required.

None of the culverts being replaced or modified as a result of the project affect any historical habitat for anadromous fish, and thus an additional assessment of barrier to fish passage presence is not warranted.

Additional discussion of specific animal species in Table 2.1 follows.

### *California Red-Legged Frog (Rana draytonii)*

The Federal Endangered Species Act Section 7 effects determination is that the project is likely to adversely affect the California red-legged frog and may



affect and is likely to adversely affect California red-legged frog critical habitat. Formal consultation will be completed through the Programmatic Biological Opinion with the U.S. Fish and Wild Service.

The project could result in the injury or mortality of California red-legged frogs (if present) during construction. Night work and subsequent lighting have the potential to attract this species as well as other aquatic species and increase the likelihood of an encounter. Erosion and sedimentation could occur, which could directly or indirectly affect water quality. Permanent impacts from potential rock slope protection and headwall installation may impact habitat at post miles 27.71, 30.85, 31.50, and 50.89. Temporary impacts from equipment access, clearing and grading activities, and vegetation removal could impact habitat at post miles 27.71, 30.85, 31.50, 40.60, 42.17, 42.68, 49.82 and 50.89.

Foothill Yellow-Legged Frog (*Rana boylei*)

Based on a lack of suitable habitat, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the foothill yellow legged frog (*Rana boylei*). There will be no effect on federally designated critical habitat for this species.

No protocol surveys were conducted for the foothill yellow-legged frog, and the species was not observed during reconnaissance surveys. No recent records exist for this species in the Santa Barbara area, and there would be an extremely low potential for occurrence, considering the likelihood that the species has been extirpated (removed completely) from the region. The species is considered extirpated from the South Coast Distinct Population Segment aside from two occupied streams in Monterey County (USFWS 2023).

Coast Range Newt (*Taricha torosa*)

No coast range newts were observed in the Biological Study Area during surveys. Coast range newts have the potential to inhabit the Biological Study Area where drainages convey more water, such as at post miles 50.89 and 42.68. The potential for impacts to this species is anticipated to be low, as no individuals were found during surveys, but this potentially could change through time, if the species' population increases and re-colonizes the creek corridor from adjacent suitable habitat. Some temporary impacts could occur due to construction; no permanent impacts are expected.

Monarch Butterfly (*Danaus plexippus*) Overwintering Population

Based on a lack of suitable habitat, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the monarch butterfly (*Danaus plexippus*) overwintering population. There will be no effect on federally designated critical habitat for this species.

Marginal overwintering habitat was determined to be present. A roosting monarch survey will be conducted at any suitable roosting sites prior to tree removal and construction. If work is to occur within 200 feet of an active overwintering site during the overwintering period (September 15 to March 15), Caltrans may establish avoidance buffers to avoid impacts or schedule work to occur outside of this season; therefore, there will be no impacts to the monarch butterfly.

Crotch Bumblebee (*Bombus Crotchii*)

No focused surveys for the Crotch bumblebee were conducted, but suitable nesting and foraging habitat may be present. Due to the transient nature of the bumblebee, particularly when queens disperse, along with Crotch bumblebee generalist habitat selection, focused surveys will be conducted approximately one year prior to construction to allow for potential permit acquisition.

Tidewater Goby (*Eucyclogobius newberryi*)

Based on a lack of suitable habitat, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the tidewater goby (*Eucyclogobius newberryi*). There will be no effect on federally designated critical habitat for this species.

The tidewater goby is anticipated to be absent from the Biological Study Area. Impacts to the tidewater goby and tidewater goby critical habitat are not anticipated to occur.

Southern California Steelhead (*Oncorhynchus mykiss irideus*)

Based on a lack of suitable habitat, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the southern California steelhead (*Oncorhynchus mykiss irideus*). There will be no effect on federally designated critical habitat for this species.

No steelhead individuals were observed at any project locations. Most waterways within the Biological Study Area are drainages that flow only following significant rain events. These waterways do not represent suitable habitat for any life stage of the steelhead. Project activities are not anticipated to have any impacts to the steelhead. At any location with potentially suitable habitat, construction would occur only in the dry season when no water is flowing. Dewatering may occur due to the presence of groundwater from adjacent agricultural practices or home developments; however, this activity is not anticipated to impact the steelhead.

Southwestern Pond Turtle (*Actinemys pallida*)

The Federal Endangered Species Act Section 7 effects determination is that the project is likely to adversely affect the southwestern pond turtle. The basis for this determination is the potential for effects is not considered insignificant and discountable under the Federal Endangered Species Act Section 7

definitions. There will no effect on southwestern pond turtle critical habitat because none has currently been established.

Though there is a low likelihood of encountering this species during construction, the potential is not considered insignificant and discountable. If it is determined there is a potential need to capture and relocate southwestern pond turtles, this could cause stress and result in adverse effects to the animals. Permanent impacts in the form of rock slope protection and headwall installation are not anticipated to impact any habitat currently used by the southwestern pond turtle. No temporary impacts to the species are anticipated due to the very low potential for occurrence.

*Two-Striped Garter Snake (Thamnophis hammondi)*

No two-striped garter snakes were observed in the Biological Study Area during surveys. Two-striped garter snakes have the potential to inhabit the Biological Study Area where drainages convey more water, such as at post miles 50.89 and 42.68. The potential for impacts to this species is anticipated to be low, as no individuals were found during surveys, but this potentially could change through time if the species' population increases and re-colonizes the creek corridor from adjacent suitable habitat. Some temporary impacts could occur due to construction, but no permanent impacts are expected.

*Northern California Legless Lizard (Anniella pulchra), Coast Horned Lizard (Phrynosoma blainvillii), and Coast Patch-Nosed Snake (Salvadora hexalepis virgultea)*

These reptile species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures. Multiple surveys were conducted in the summer months in warm, dry weather, when reptiles are normally active above ground. While suitable habitat occurs in the Biological Study Area for all three species, none were found during surveys.

The project could result in the injury or mortality of the northern California legless lizard, coast horned lizard, and coast patch-nosed snake (if present) during construction. Temporary impacts would occur from the establishment of access routes and construction equipment used in culvert work. With inclusion of the avoidance and minimization measures, the project is not anticipated to impact these species. Permanent impacts in the form of rock slope protection and headwall installation will occur at post miles 30.85, 31.50, 33.10, 33.34 that provide marginally suitable habitat for these species.

Temporary impacts in the form of vegetation removal and grading that would occur as a result of the project are directly adjacent to an interstate highway, and these areas are generally not suitable habitat for these species. Permanent impacts in the form of rock slope protection at culvert outlets and installation of headwalls do not impact habitat anticipated to be used by these species.

Southwestern Willow Flycatcher (*Empidonax traillii extimus*), Least Bell's Vireo (*Vireo bellii pusillus*), and Other Nesting Birds

Special-status bird species and nesting bird species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures.

Based on a lack of suitable habitat, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*). There will be no effect on federally designated critical habitat for these species.

None of the special-status bird species in this discussion were observed during reconnaissance surveys of the Biological Study Area. No protocol surveys were conducted for the southwestern willow flycatcher or least Bell's vireo. While the Biological Study Area contains riparian tree habitat, areas within the study area were assessed to be unsuitable habitat for the southwestern willow flycatcher and least Bell's vireo because they lack dense riparian vegetative cover low to the ground, and the riparian corridor lacks a stratified canopy within the study area. The southwestern willow flycatcher and least Bell's vireo are assumed to be absent from the study area.

Other common birds observed included the scrub jay (*Aphelocoma californica*), wrenit (*Chamaea fasciata*), killdeer (*Charadrius vociferous*), American crow (*Corvus brachyrhynchos*), snowy egret (*Egretta thula*), northern mockingbird (*Mimus polyglottos*), Bewick's wren (*Thryomanes bewickii*), black-headed grosbeak (*Pheucticus melanocephalus*), and red-tailed hawk (*Buteo jamaicensis*). Potential nesting habitat for many bird species occurs in trees within the Biological Study Area.

Caltrans typically anticipates the bird nesting season to occur from February 1 to September 30. The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests if the included avoidance and minimization measures are not implemented. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat could occur, this would be mitigated by habitat restoration. The implementation of the avoidance and minimization measures such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones would reduce the potential for adverse effects to nesting bird species.

Compensatory Mitigation: Temporary impacts to vegetation would be offset by replacement plantings within the project limits. Vegetation replacement is proposed at a minimum 1 to 1 ratio. No additional compensatory mitigation is proposed.

*Migratory Nesting Birds*

Temporary impacts to potential nesting habitat would occur mostly due to temporary construction access. The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests, but only if vegetation is removed during nesting bird season (February 1 to September 30). Indirect impacts could also result from noise and dust associated with construction. Noises created by large construction equipment could alter perching, foraging, and/or nesting behaviors. Dust could disturb air quality, reduce sight visibility, and hide insects available for foraging for perching birds. Several non-riparian non-native trees are anticipated to be removed, which could affect perching, foraging, and/or nesting habitat. The understory vegetation surrounding these trees would also be removed, which could disturb prey such as insects and small mammals or reptiles.

*San Diego Desert Woodrat (Neotoma Lepida Intermedia)*

While it is not anticipated that the project would have a direct or indirect impact to the San Diego desert woodrat, construction activities have the potential to kill, injure or disrupt woodrats. Implementation of the avoidance and minimization measures would reduce the potential for temporary impacts.

Permanent impacts in the form of rock slope protection and headwall installation would occur at multiple culvert locations; however, no woodrat nests have been observed at these locations, and culvert inlets/outlets are not typical locations for woodrat midden placement. No permanent impacts to the San Diego desert woodrat are anticipated.

Because impacts to the San Diego desert woodrat would be avoided, and planting efforts would occur at all areas impacted within the Biological Study Area, foraging habitat for the species is anticipated to improve.

*Jurisdictional Wetlands, Other Waters, and Riparian Habitat*

Impacts to jurisdictional areas regulated by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and California Coastal Commission are anticipated in the Biological Study Area. These impacts were determined by overlaying the project Biological Study Area with the preliminary jurisdictional delineation map prepared for the Jurisdictional Delineation Report .

Table 2.2 lists the acres of temporary and permanent impacts anticipated for the project. No impacts to jurisdictional wetlands are expected.

**Table 2.2 Total Estimated Impacts to Jurisdictional Features**

Jurisdictional Entity	Features	Temporary Impacts (Acres)	Temporary Impacts Post Mile Locations	Permanent Impacts (Acres)	Permanent Impacts Post Mile Locations
U.S. Army Corps of Engineers	Other waters	0.0548	26.22, 30.85, 31.50, 32.34, 33.10, 38.10, 42.17, 42.68, 50.89	0.0027	26.22, 30.85, 31.50
Regional Water Quality Control Board	Streams, riparian, ditches	0.3576	18.82, 18.91, 25.06, 25.30, 26.22, 30.85, 31.50, 32.34, 33.10, 38.10, 42.17, 42.68, 50.89	0.0152	18.91, 25.06, 26.22, 30.85, 31.50, 50.89
California Department of Fish and Wildlife	Streams, riparian	0.3176	26.22, 30.85, 31.50, 32.34, 33.10, 38.10, 42.17, 42.68, 50.89	0.0133	26.22, 30.85, 31.50, 50.89
California Coastal Commission	Coastal streams, coastal riparian	0.1373	32.34, 33.10, 38.10, 42.17, 42.68	0	None

### *Cumulative Impacts*

Cumulative impact assessments for biology include defining a Resource Study Area, the geographic area within which impacts on a resource are analyzed. The Resource Study Area for impacts regarding biological and jurisdictional features is the Santa Barbara coast. This includes portions of the Santa Ynez Valley and the Santa Ynez Mountains near San Marcos Pass. Project locations fall within the Alamo Pintado Creek – Santa Ynez River, Jalama Creek-Frontal Santa Barbara, and San Pedro Creek – Frontal Santa Barbara HUC 10 watersheds all within this region.

No cumulative impacts are anticipated to critical habitat, special-status plant species, special-status animal species, or jurisdictional waters. Impacts to specific resources are usually small in scale, with implementation of compensatory mitigation to offset typically minimal impacts.

A coastal policy analysis was completed (see Appendix B), and it was determined that, with the following avoidance, minimization, and mitigation measures, the project would be consistent with coastal policies protecting biological Environmentally Sensitive Habitat Area resources.

## **Avoidance, Minimization, and/or Mitigation Measures**

### *Invasive Plant Species*

The following avoidance and minimization measures are recommended:

**BIO1:** Only clean fill shall be imported. When practicable, invasive exotic plants in the project site shall be removed and properly disposed of. All vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed offsite, the top 6 inches containing the seed layer in areas with weedy species shall be disposed of at a landfill.

**BIO2:** Invasive species listed in the Cal-IPC Invasive Plant Inventory shall not be included in the Caltrans erosion control seed mix or landscaping planting plans.

**BIO3:** The contract specifications for permanent erosion control will require the use of regionally appropriate California native species that occur in the same general geographic area as the project site.

**BIO4:** Mulches used on the project will be from source materials that will not introduce exotic species.

### *Special-Status Animal Species*

#### *California Red-Legged Frog (Rana draytonii)*

Caltrans anticipates the project will qualify for Federal Endangered Species Act coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (USFWS 2011), which includes the following avoidance and minimization measures:

**BIO5:** Only U.S. Fish and Wildlife Service-approved biologists shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.

**BIO6:** Ground disturbance shall not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work.

**BIO7:** A U.S. Fish and Wildlife Service-approved biologist shall survey the project area no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work begins. The U.S. Fish and Wildlife Service-approved biologist shall relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent

practicable. Caltrans shall coordinate with the U.S. Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs.

**BIO8:** Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, with a qualified person on hand to answer any questions.

**BIO9:** A U.S. Fish and Wildlife Service-approved biologist shall be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, Caltrans shall designate a person to monitor onsite compliance with all minimization measures. The U.S. Fish and Wildlife Service-approved biologist shall ensure this monitor receives the training outlined in measure BIO8 above and in the identification of California red-legged frogs. If the monitor or the U.S. Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and U.S. Fish and Wildlife Service during review of the proposed action, that person shall notify the resident engineer immediately. The resident engineer shall resolve the situation by requiring that all actions that are causing these effects be halted. When work is stopped, the U.S. Fish and Wildlife Service shall be notified as soon as possible.

**BIO10:** During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and debris shall be removed from work areas.

**BIO11:** All refueling, maintenance and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill would drain directly toward aquatic habitat, unless otherwise preapproved by the necessary agencies. The monitor shall ensure contamination of habitat does not occur during operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

**BIO12:** Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with the project, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible, or modification of original contours would benefit the California red-legged frog.



**BIO13:** The number of access routes, size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally Sensitive Areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

**BIO14:** Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between Caltrans and the U.S. Fish and Wildlife Service during project planning shall be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.

**BIO15:** To control sedimentation during and after project completion, Caltrans shall implement best management practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project. If best management practices are ineffective, Caltrans shall attempt to remedy the situation immediately, in coordination with the U.S. Fish and Wildlife Service.

**BIO16:** If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

**BIO17:** Unless approved by the U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

**BIO18:** A U.S. Fish and Wildlife Service-approved biologist shall permanently remove any individuals of exotic species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifasticus leniusculus*; *Procambarus clarkii*), and centrarchid fishes, from the project area, to the maximum extent possible. The U.S. Fish and Wildlife Service-approved

biologist shall be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.

**BIO19:** If Caltrans demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

**BIO20:** To ensure that diseases are not conveyed between work sites by the U.S. Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force shall be followed at all times.

**BIO21:** Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable. This measure shall be implemented in all areas disturbed by activities associated with the project, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible or practical.

**BIO22:** Caltrans shall not use herbicides as the primary method to control invasive, exotic plants. However, if it is determined that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, Caltrans will implement the following additional protective measures for the California red-legged frog:

- Caltrans shall not use herbicides during the breeding season for the California red-legged frog.
- Caltrans shall conduct surveys for the California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frogs shall be relocated to suitable habitat far enough from the project area so that no direct contact with herbicide would occur.
- Giant reed and other invasive plants shall be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®.
- Licensed and experienced Caltrans staff or a licensed and experienced contractor shall use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.
- All precautions shall be taken to ensure that no herbicide is applied to native vegetation.
- Herbicides shall not be applied on or near open water surfaces (no closer than 60 feet from open water).

- Foliar applications of herbicide shall not occur when wind speeds are in excess of 3 miles per hour.
- No herbicides shall be applied within 24 hours of forecasted rain.
- Application of all herbicides shall be done by qualified Caltrans staff or contractors to ensure that overspray is minimized, that all applications are made in accordance with the label recommendations, and with implementation of all required and reasonable safety measures. A safe dye shall be added to the mixture to visually denote treated sites. Application of herbicides shall be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins.
- All herbicides, fuels, lubricants, and equipment shall be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat, unless otherwise preapproved by the necessary agencies. Prior to the onset of work, Caltrans shall ensure that a plan is in place for a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

**BIO23:** Night work within jurisdictional waterways should be limited and should attempt to be scheduled outside of the rainy season from June 1 to October 31 to the maximum extent feasible.

**BIO24:** Night work shall cease within jurisdictional areas when there is a greater than 25 percent chance of 0.25 inch of precipitation as forecasted by the National Weather Service.

**BIO25:** Light sources shall be shielded from any adjacent habitat when conducting night work to avoid attracting wildlife.

*Monarch Butterfly (Danaus plexippus) Overwintering Population*

The following avoidance and minimization measures will be implemented for overwintering monarch butterflies:

**BIO26:** Although no monarch roosting sites are anticipated to occur within the Biological Study Area, monarch roosts are dynamic in nature and population numbers fluctuate drastically at potential roosting locations. Therefore, a roosting monarch survey will be conducted after the final environmental document and prior to construction. If roosting monarchs are found, then an avoidance buffer, work window, or monitoring strategy will be implemented.

**BIO27:** Work within 200 feet of a confirmed overwintering site during the overwintering period (September 15 to March 15) will be avoided as feasible.

If work cannot be avoided, a biological monitor will be present during all work within the 500-foot buffer to survey for any signs of disturbance to roosting monarchs. Work will be halted if roosts show signs of disturbance.

Crotch Bumblebee (*Bombus Crotchii*)

During the design phase, a Crotch bumblebee habitat assessment following the California Department of Fish and Wildlife’s “Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species” dated June 6, 2023, will be followed. At locations Crotch bumblebee habitat is determined to be present within the Biological Study Area, a focused non-invasive bumblebee survey will be conducted. If the Crotch bumblebee is identified in the project area, Caltrans will coordinate with the California Department of Fish and Wildlife and, if necessary, a 2081 Incidental Take Permit will be acquired, and onsite mitigation will be implemented. The following avoidance, minimization, and mitigation measures will be followed if a Crotch bumblebee is documented on the project site:

**BIO28:** Surveys will occur prior to ground disturbance for nesting bumblebees. No work will occur within 50 feet of an active Crotch bumblebee nest unless approved by the California Department of Fish and Wildlife.

**BIO29:** A Worker Environmental Awareness Training will be provided for all construction personnel prior to the start of any ground disturbance or vegetation removal to discuss Crotch bumblebee identification, ecology, habitat, and avoidance and minimization measures.

**BIO30:** Any blooming flowering plants that are scoped for removal will be inspected by a qualified biologist immediately prior to work to ensure that no bumblebees are on or near the plant. If a bumblebee is identified on or adjacent to vegetation that is to be removed, work in that area will not proceed until the bumblebee leaves the area of its own accord.

**BIO31:** Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed, as appropriate, around Crotch bumblebee feeding and nesting habitat to be avoided. Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

**BIO32** Pre-construction surveys will also be conducted within 48 hours prior to initial ground disturbance and vegetation removal.

No impact to the Crotch bumblebee is anticipated; therefore, no compensatory mitigation is required. However, if surveys identify a Crotch bumblebee within the project area, the California Department of Fish and Wildlife will be consulted, and an Incidental Take Permit will be acquired if project activities cannot avoid impacts to the bumblebee.

**Mitigation Measure BIO33:** Any areas of suitable Crotch bumblebee habitat that are temporarily impacted during construction will be replaced onsite at a minimum ratio of 1 to 1. Any areas of suitable Crotch bumblebee habitat that are permanently impacted will be replaced onsite at a minimum ratio of 2 to 1 and would include restoration with native flowering plants known to be used by the Crotch bumblebee.

*Southern California Steelhead (Oncorhynchus mykiss irideus)*

In addition to the previously proposed measures, the following measures will serve to further avoid or minimize impacts to the steelhead within the Biological Study Area:

**BIO34:** For construction activities within any suitable habitat for the southern California steelhead, in-stream work will proceed only if the channel has no flowing water and conditions are dry, excluding groundwater.

*Southwestern Pond Turtle (Actinemys pallida)*

The following avoidance and minimization measures are recommended:

**BIO35:** Prior to initiation of work, Caltrans shall conduct an informal worker environmental training program, including a description of the southwestern pond turtle and its legal/protected status, proximity to the project site, and avoidance/minimization measures to be implemented during the project.

**BIO36:** Prior to construction, a biologist determined qualified by Caltrans shall survey the Biological Study Area and, if southwestern pond turtles are present, work at that location will cease until proper coordination with the U.S. Fish and Wildlife Service can occur. Observations of Species of Special Concern or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion. If these species or other aquatic Species of Special Concern are observed during construction, they will likewise be relocated to suitable habitat outside of the impact area by a qualified biologist.

*Coast Range Newt (Taricha torosa) and Two-Striped Garter Snake (Thamnophis hammondi)*

The coast range newt and two-striped garter snake are addressed together because they have similar habitat requirements, potential project-related impacts, and avoidance and minimization measures. The following avoidance and minimization measures are recommended:

**BIO37:** Prior to initiation of work, Caltrans shall conduct an informal worker environmental training program, including a description of the coast range newt and two-striped garter snake, their legal/protected status, proximity to

the project site, and avoidance/minimization measures to be implemented during the project.

**BIO38:** Prior to construction, a biologist determined qualified by Caltrans shall survey the Biological Study Area and, if present, capture and relocate any coast range newts or two-striped garter snakes to suitable habitat upstream or downstream of the Biological Study Area. Observations of Species of Special Concern or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion. If these species or other Species of Special Concern aquatic species are observed during construction, they will likewise be relocated to suitable habitat outside of the impact area by a qualified biologist.

Northern California Legless Lizard (*Anniella pulchra*), Coast Horned Lizard (*Phrynosoma blainvillii*), and Coast Patch-Nosed Snake (*Salvadora hexalepis virgultea*)

These reptile species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures. The following avoidance and minimization measures are recommended:

**BIO39:** All ground-disturbing activities and vegetation removal shall be monitored by a qualified biologist.

**BIO40:** Northern California legless lizards, coast horned lizards, coast patch-nosed snakes, or any species (excluding state or federal listed species) discovered during monitoring shall be captured and relocated by the qualified biologist to suitable habitat outside of the Biological Study Area. Observations of Species of Special Concern or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

Southwestern Willow Flycatcher (*Empidonax traillii extimus*), Least Bell's Vireo (*Vireo bellii pusillus*), and Other Nesting Birds

Special-status bird species and nesting bird species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures. The following avoidance and minimization measures are recommended:

**BIO41:** If feasible and regulatory approvals allow, tree removal shall be scheduled to occur from October 1 to January 31, outside of the typical nesting bird season, to avoid potential impacts to nesting birds. If it is not feasible to conduct this work outside of the nesting bird season, nesting bird surveys should be conducted by a qualified biologist no more than 14 days prior to the start of construction. If an active nest is found, a qualified biologist

shall determine an appropriate buffer and monitoring strategy based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that the nest is no longer active.

**BIO42:** If the least Bell's vireo or southwestern willow flycatcher is observed within 300 feet of the Biological Study Area during construction, a qualified biologist shall implement an exclusion zone and work shall be avoided within the exclusion zone until the least Bell's vireo or southwestern willow flycatcher is located greater than 300 feet from project-related disturbance. If an active least Bell's vireo or southwestern willow flycatcher nest is observed within 300 feet of the Biological Study Area, all project activities shall immediately cease, and Caltrans shall contact the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife within 48 hours. If required, Caltrans shall then initiate Federal Endangered Species Act Section 7 formal consultation with the U.S. Fish and Wildlife Service and California Endangered Species Act coordination for least Bell's vireo or southwestern willow flycatcher and implement additional measures as necessary.

*Migratory Nesting Birds*

The following avoidance and minimization measures will apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3503:

**BIO43:** If an active nest is found, a qualified biologist shall determine an appropriate Environmentally Sensitive Area buffer or monitoring strategy based on the habits and needs of the species. The buffer area shall be avoided or a monitoring strategy implemented until a qualified biologist has determined that juveniles have fledged and are no longer reliant on the nest.

**BIO44:** Trees to be removed will be noted on design plans.

**BIO45:** No rodent control pesticides shall be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is a necessary precaution to avoid secondary poisoning to raptors that hunt and feed on rodents and other small animals.

*San Diego Desert Woodrat (Neotoma Lepida Intermedia)*

The following avoidance and minimization measures are recommended:

**BIO46:** No more than 14 days prior to construction activities, a pre-construction survey will be conducted within the Biological Study Area by a qualified biologist to determine the presence or absence of woodrat middens.

**BIO47:** If woodrat middens are located during this survey, the qualified biologist shall establish an Environmentally Sensitive Area with a 25-foot buffer around each midden and no project activities requiring grading,

mechanized equipment, or vehicles will be allowed within the 25-foot protective buffer.

**BIO48:** If project activities cannot avoid impacting the middens, then a qualified biologist shall dismantle the middens by hand prior to grading or vegetation removal activities. The midden dismantling shall be conducted such that the midden material is slowly removed looking for young woodrats. The material shall be placed in a pile at the closest adjacent undisturbed habitat and more than 50 feet from construction activities.

**BIO49:** If young are encountered during midden dismantling, the dismantling activity shall be stopped and the material replaced back on the nest and the nest shall be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.

*Jurisdictional Wetlands, Other Waters, and Riparian Habitat*

A variety of avoidance and minimization measures will be implemented for potential impacts to these jurisdictional areas resulting from the project:

**BIO50:** Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife, and a Coastal Development Permit (or Waiver) from the California Coastal Commission.

**BIO51:** Prior to construction, Caltrans shall prepare a Restoration, Mitigation, and Monitoring Plan (RMMP) to mitigate impacts to vegetation and natural habitats (including sensitive natural communities). The Restoration, Mitigation, and Monitoring Plan shall be consistent with federal and state regulatory requirements and will be amended with any regulatory permit conditions, as required. Caltrans shall implement the Restoration, Mitigation, and Monitoring Plan as necessary during construction and immediately following project completion.

**BIO52:** Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around jurisdictional waters, sensitive habitats, coastal zone Environmentally Sensitive Habitat Areas, and the dripline of trees to be protected within project limits, as appropriate. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

**BIO53:** During construction, all project-related hazardous materials spills within the project site shall be cleaned up immediately. Readily accessible



spill prevention and cleanup materials shall be kept by the contractor onsite at all times during construction.

**BIO54:** During construction, erosion control measures shall be implemented. Fiber rolls and barriers shall be installed as needed between the project site and jurisdictional other waters, wetlands, and riparian habitat. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

**BIO55:** During construction, the cleaning and refueling of equipment and vehicles shall occur only within a designated staging area. This area shall either be a minimum of 100 feet from aquatic areas or, if the area is less than 100 feet from aquatic areas, the area must be surrounded by barriers (e.g., fiber rolls or equivalent). The staging areas shall conform to Best Management Practices (BMPs) applicable to attaining zero discharge of storm water runoff. At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

**BIO56:** Prior to developing project plans and specifications and regulatory permit applications, Caltrans will obtain survey data on native trees within the jurisdictional boundary and proposed grading limits, including species and size.

**BIO57:** Prior to construction, a Water Pollution Control Plan or Stormwater Pollution Prevention Plan will be prepared. Provisions of this plan will be implemented during and after construction as necessary to avoid and minimize erosion and stormwater pollution in and around project locations.

**BIO58:** All temporary excavations and fills within project limits will be removed in their entirety and the affected areas returned to preconstruction elevations. After construction has been completed in aquatic resource areas, contours will be restored as close as possible to their original contours.

**BIO59:** Instream work will occur between June 1 and October 31, during a period of seasonally lower water levels. Deviations from this work window will be made only with concurrence from relevant resource agencies.

**Mitigation Measure BIO60:** Temporary impacts to jurisdictional water shall be restored at a 1 to 1 ratio (acreage). Compensatory mitigation for permanent impacts shall be at a minimum of 3 to 1 ratio (acreage), or other ratio as determined by regulatory agencies during permitting. If rock slope protection installation can be backfilled with soil and planted to restore habitat, this may be considered degradation and would be subject to a minimum mitigation ratio of 1.5 to 1 (acreage), or other ratio as determined by regulatory agencies during permitting.

**Mitigation Measure BIO61:** Impacts to native riparian trees that have a greater than 6-inch diameter at breast height (DBH) would be offset with

replacement planting within the project limits. Impacts are likely to require a minimum 3 to 1 replacement ratio by the California Coastal Commission, Regional Water Quality Control Board, and California Department of Fish and Wildlife. Impacts to non-native trees will likely require at minimum a 2 to 1 replacement ratio.

### **2.1.5 Coastal Zone**

This project has the potential to affect resources protected by the Coastal Zone Management Act (CZMA) of 1972. The Coastal Zone Management Act is the main federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act 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 if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has 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 Coastal Zone Management Act. These policies include 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 California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own Local Coastal Program (LCP). This project is subject to the County of Santa Barbara and the City of Carpinteria's Local Coastal Programs. Local Coastal Programs contain the ground rules for development and protection of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A Federal Consistency Certification will be needed as well. The Federal Consistency Certification process will be initiated prior to the final environmental document and will be completed to the maximum extent possible.

Within the project limits are four Local Coastal Programs:

- City of Carpinteria: Only one project location is in the City of Carpinteria's Local Coastal Program jurisdiction. In consultation with city staff, the project is determined to be exempt; therefore, no Coastal Development Permit will be required.
- City of Santa Barbara: No specific project sites are in the jurisdiction of the City of Santa Barbara's Local Coastal Programs.

- City of Goleta: The City of Goleta has developed a Local Coastal Program but is not yet certified by the California Coastal Commission.
- County of Santa Barbara: A Coastal Development Permit (CDP) will be required from the County of Santa Barbara's Local Coastal Program for 13 project locations.

If any project locations in the Coastal Zone fall within the original jurisdiction of the California Coastal Commission, a consolidated Coastal Development Permit will be requested.

### ***Affected Environment***

U.S. Route 101 weaves in and out of the Coastal Zone several times throughout the project limits. Sections of U.S. Route 101 that are in the Coastal Zone are post miles R0.00 to 13.95, post miles 26.65 to 30.20, and post miles 31.80 to 48.05.

Thirteen of the specific project site locations are within the boundaries of the Coastal Zone and are listed in Table 2.3 (under Environmental Consequences below). Coastal resources identified in the project limits include Cultural Resources, Environmentally Sensitive Habitat Areas (ESHAs), and Visual Resources.

### ***Cultural Resources***

One project location within the Coastal Zone contains two cultural resources that have been determined eligible for inclusion to the National Register of Historic Places. The two prehistoric archaeological sites would be avoided and protected by using Environmentally Sensitive Area (ESA) fencing for each. Thus, the project has a "no adverse effect with standard conditions" finding for the two prehistoric historic properties.

### ***Environmentally Sensitive Habitat Areas (ESHAs)***

Environmentally Sensitive Habitat Areas (ESHAs) are defined by Public Resources Code, Division 20, California Coastal Act Section 30107.5 as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and which could be easily disturbed or degraded by human activities. The Local Coastal Program policy requires avoidance measures and buffers around Environmentally Sensitive Habitat Areas; however, for impacts from public works projects that are necessary to repair and maintain an existing public road, the project proponent must mitigate impacts after choosing the project alternative that results in the fewest or least significant impacts.

Coastal Environmentally Sensitive Habitat Areas at project-specific locations include streams and associated riparian habitats as well as protected animal species:

- Coastal streams and their associated riparian areas anticipated to be coastal Environmentally Sensitive Habitat Areas have been identified at post miles 32.34, 33.10, 38.10, 42.17, and 42.68. Post miles 33.10, 42.17, and 42.68 have native riparian vegetation that includes large, mature trees and deep-rooted riparian shrubs. Post miles 32.34 and 38.10 support mostly herbaceous and coastal scrub vegetation types on the banks. Tree removal is likely at some sites, potentially up to 15 trees.
- Other Environmentally Sensitive Habitat Areas have been identified at four post mile project locations. The California red-legged frog, a Federally Threatened Species, has the potential to exist and/or be affected by impacts to suitable habitat at post miles 27.71, 42.17, and 42.68. The northern California legless lizard, coast horned lizard, and coast patch-nosed snake are California Species of Special Concern animal species that have the potential to exist and/or be affected by impacts to suitable habitat at post mile 33.34.

### *Visual Resources*

Implementation of the project would result in visual changes as seen from public viewpoints such as U.S. Route 101, some intersecting local streets, parks, and beaches. An increased visual urbanization of the highway facility would be the result of disturbed soil areas and a reduction in trees and native vegetation associated with construction access. Although some of these actions may be considered temporary, any associated tree and vegetation removal and/or severe pruning may be noticed after construction, resulting in a loss of visual quality. To minimize this potential visual impact, minimization measures have been included in these sections: Aesthetics 2.1.1, and Biological Resources 2.1.4.

### ***Environmental Consequences***

Potential impacts to coastal zone resources are listed in Table 2.3.

Types of impacts include temporary and/or permanent impacts to Environmentally Sensitive Habitat Areas for the California red-legged frog, northern California legless lizard, coast horned lizard, and patch-nosed snake. Estimated temporary impacts to aquatic Environmentally Sensitive Habitat Areas total 0.0338 acre of coastal streams and 0.1035 acre of native coastal riparian, for a combined total of 0.1373 acre. No permanent impacts to aquatic Environmentally Sensitive Habitat Areas are anticipated.

**Table 2.3 Coastal Zone Jurisdiction and Potential Resource Impacts**

<b>Post Mile</b>	<b>Coastal Jurisdiction</b>	<b>Potential Impact to Coastal Resources</b>
R0.12	County of Santa Barbara	None anticipated
1.62	City of Carpinteria	None anticipated
27.13	County of Santa Barbara	None anticipated
27.71	County of Santa Barbara	Environmentally Sensitive Habitat Area: permanent impacts to California red-legged frog habitat
32.34	County of Santa Barbara	Environmentally Sensitive Habitat Area: temporary impacts to coastal streams
33.10	County of Santa Barbara	Environmentally Sensitive Habitat Area: permanent impact to reptile habitat
33.34	County of Santa Barbara	Environmentally Sensitive Habitat Area: permanent impact to reptile habitat
38.10	County of Santa Barbara	Environmentally Sensitive Habitat Area: temporary impact to coastal streams
40.60	County of Santa Barbara	Environmentally Sensitive Habitat Area: temporary impact to California red-legged frog habitat
42.17	County of Santa Barbara	Environmentally Sensitive Habitat Area: temporary impact to California red-legged frog habitat
42.41	County of Santa Barbara	None anticipated
42.68	County of Santa Barbara	Environmentally Sensitive Habitat Area: temporary impact to California red-legged frog habitat and coastal streams
43.78	County of Santa Barbara	None anticipated

***Avoidance, Minimization, and/or Mitigation Measures***

Compensatory mitigation will be implemented to prevent a net loss of acreages, functions, and values of impacted Environmentally Sensitive Habitat Areas. Compensatory mitigation for permanent impacts would be at a minimum of a 3 to 1 ratio (acreage), or other ratio as determined by regulatory agencies during permitting. Impacts to native riparian trees that have a greater than 6-inch diameter at breast height (DBH) would be offset with replacement planting within the project limits. Impacts are likely to require a minimum 3 to 1 replacement ratio by the California Coastal Commission, Regional Water Quality Control Board, and California Department of Fish and Wildlife. Impacts to non-native trees will likely require at minimum a 2 to 1 replacement ratio. Refer to Mitigation Measures BIO33, BIO60, and BIO61.

With the implementation of these mitigation measures as well as the avoidance and minimization measures noted in this document, the project is not expected to cause significant impacts to Environmentally Sensitive Habitat Areas.

A full Coastal Policy Analysis was completed for the project (see Appendix B). All coastal resources are consistent with state and local policies.

### 2.1.6 Cultural Resources

Considering the information in the Historic Property Survey Report dated December 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact with Mitigation Incorporated
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

#### ***Affected Environment***

The Area of Potential Effect, finalized in December 2023, includes all areas where project activities may directly or indirectly impact cultural resources. The Area of Potential Effect includes the Area of Direct Impact (ADI) where ground disturbance is directly proposed at specific project locations within the larger project limit.

Sources used in the cultural resource identification efforts include the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), National Historic Landmark (NHL), California Historical Landmarks (CHL), California Points of Historical Interest, California Historical Resources Information System (CHRIS), Caltrans Historic Bridge Inventory, Caltrans Cultural Resources Database (CCRD), and Built Environment Resources Directory (BERD) – Santa Barbara County.

A total of 21 resources within and adjacent to the project study area were reviewed and assessed for potential impacts during project implementation. Nine previously recorded resources were inventoried and updated, and two new precontact sites were encountered. Identification efforts could not be

completed due to limited access to three private property parcels overlapping the Area of Potential Effect. A Cultural Resources Management Plan (CRMP) will be completed to address a phased approach for archaeological identification efforts when these parcels become accessible; evaluation and mitigation protocols will be used if cultural resources are encountered.

### *Architectural History*

The only historic era resources identified in the Area of Potential Effect included segments of Old Highway 101 and the modern alignment (including associated features). These segments are exempt from evaluation as minor, ubiquitous, or fragmentary infrastructure elements and do not have potential to be eligible for the National Register of Historic Places or the California Register of Historic Resources.

### *Archaeology*

Studies completed in the Area of Potential Effect include an archaeological Phase I cultural resources inventory (August to September 2022), Extended Phase I investigation (May 2023), and Phase II evaluation (May 2023).

On November 15, 2021, the Caltrans archaeologist sent the Native American Heritage Commission a request to search the Sacred Lands File for cultural resources within the South Coast 101 Drainage project limits and ask for a list of Native American individuals who are familiar with the project area and may have information pertinent to cultural resources studies. On December 28, 2021, the Native American Heritage Commission responded that the Sacred Lands File search was positive for cultural resources. Also provided was a list of Native American tribes and individuals. On January 11, 2022, letters to the consultation group were sent out to initiate consultation under Assembly Bill 52 and Section 106. Consultation letters were sent out electronically, along with follow-up phone calls and mailed letters to people without working email accounts or phone numbers. Project mapping was included as enclosures to the consultation letters.

Of the 21 assessed resources, four archaeological sites were identified within the Area of Potential Effect: P-42-000093/CA-SBA-93; P-42-001954/CA-SBA-1954; P-42-004252/CA-SBA-4252; and P-42-004253/CA-SBA-4253. It was determined that two of these are eligible for listing in the National Register of Historic Places and are considered historical resources for CEQA purposes. Sites eligible for listing on the National Register under Criterion D include SBA-93 and SBA-4253. Concurrence from the State Historic Preservation Officer was received on December 21, 2023.

## **Environmental Consequences**

### *Architectural History*

Due to the exempt status of the Old Highway 101 and associated features, no historic built-environment properties are present in the Area of Potential Effect. The project will have no impact on architectural historical resources.

### *Archaeology*

Within the project Area of Potential Effect are two cultural resources that have been determined eligible for inclusion to the National Register of Historic Places. The two prehistoric archaeological sites will be avoided and protected by using Environmentally Sensitive Area fencing for each. Therefore, the project has a “no adverse effect with standard conditions” finding for the two prehistoric historic properties.

No evidence of human remains was observed within the project site. Human remains are not known to exist in or near the project site. Therefore, the project will have no impact.

A coastal policy analysis was completed for the project (see Appendix B). It was determined that since the project can avoid historic resources, it is consistent with coastal policies protecting archaeological resources.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following avoidance measure will be completed to address known cultural resource sites.

**CULT1:** Environmentally Sensitive Area (ESA) fencing will be installed around known cultural resource sites to prohibit access. Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

The following mitigation measure will be completed to address land areas overlapping the Area of Potential Effect that were inaccessible for field study.

**Mitigation Measure CULT2:** A Cultural Resources Management Plan (CRMP) will be completed to address a phased approach for archaeological identification efforts when parcels in the Area of Potential Effect become accessible; evaluation and mitigation protocols would be used in the event cultural resources are encountered.

## **2.1.7 Energy**

Implementation of the project would result in the short-term use of fossil fuels, electricity, and natural gas by construction vehicles and equipment to replace and repair drainage culverts and Transportation Management System



elements. The use of these resources would be temporary and would not result in a significant demand on resources.

No direct or indirect effects related to wasteful, inefficient, or unnecessary energy consumption will occur. The project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

Considering the information included in the Climate Change Report dated January 2024 and the Air Quality, Greenhouse Gas, and Noise Technical Memo, South Coast 101 Drainage dated November 3, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

### 2.1.8 Geology and Soils

The project site is not in an area that is designated by the California Department of Conservation as an Earthquake Fault Zone within the Alquist-Priolo Earthquake Fault Zoning Map. None of the proposed sites are in areas designated as “Earthquake Fault Zones of Required Investigation” or of Holocene age or younger.

According to Santa Barbara County’s 2023 Multi-Jurisdiction Hazard Mitigation Plan, many of the coastal sites are in areas with potential seismic ground shaking but not in areas with high severity of liquefaction. The California Department of Conservation’s online mapping tools did not indicate areas for strong seismic ground shaking or liquefaction. In addition, no locations were mapped in landslide prone areas by the Department of Conservation, and the Hazard Mitigation Plan shows that most of the soils in the project area are not considered to be soft and prone to landslide.

According to the U.S. Department of Agriculture-Natural Resources Conservation Service Soil Survey, the soils at the various study areas have a variety of soil substrates, including Milpitas-Positas fine sandy loam, Goleta loam and fine sandy loam, Elder sandy loam, Diablo clay, Concepcion fine sandy loam, Ayar clay, and Linne clay loam. All the culvert sites have existing culverts and generally already have modified and amended soils designed for the site. The purpose of

the project is to restore and improve culverts and site conditions, including protection against soil erosion both during and after construction.

The project does not include the installation of a septic tank or the requirement for wastewater disposal. A construction Stormwater Pollution Prevention Plan will be prepared, and Best Management Practices will be implemented during construction to ensure water quality is protected.

The project is not expected to substantially disturb sedimentary strata with a high paleontological potential rating. Therefore, paleontological resources are not expected to be adversely affected by the project and no avoidance, minimization, or mitigation measures are required. In the unlikely event that fossils are unearthed during project construction, Standard Specification 14-7.03 provides procedures to be followed for unanticipated fossil discoveries.

Considering the information in the Preliminary Geotechnical Design Report for South Coast 101 Drainage – Trenchless Culverts dated October 18, 2023, the Paleontological Identification Report dated December 12, 2023, the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan dated February 2023, the U.S. Department of Agriculture-Natural Resources Conservation Service Soil Survey Geographic Database (SSURGO) web soil survey, and the online resources of the California Department of Conservation, the following significance determinations have been made:

<b>Question—Would the project:</b>	<b>CEQA Significance Determinations for Geology and Soils</b>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> </ul>	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

**2.1.9 Greenhouse Gas Emissions**

Considering the information in the Air Quality, Greenhouse Gas, and Noise Quality Technical Memo, South Coast 101 Drainage dated May 8, 2024, and the Climate Change Report dated January 2024, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

**Affected Environment**

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the state highway system and those produced during construction. The main greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion

engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon emissions is included in the transportation sector.

The project spans approximately 52 miles and includes several spot locations from the Santa Barbara County/Ventura County line at post mile R0.0 to the Nojoqui Grade south of Buellton at post mile R52.2. Several locations are within more developed areas of Santa Barbara and Goleta, but most of the project locations are along the rural portion of U.S. Route 101 along the Gaviota Coast from Goleta to Buellton.

The Santa Barbara County Association of Governments' Regional Transportation Plan guides transportation development in the area. The Santa Barbara County Association of Governments (known by the acronym SBCAG) is designated by state and federal governments as the Metropolitan Planning Organization (MPO), the Local Transportation Authority (LTA), and the Regional Transportation Planning Agency (RTPA). The Santa Barbara County Association of Governments is responsible for developing a Regional Transportation Plan-Sustainable Communities Strategy for Santa Barbara County. Santa Barbara County Association of Governments' 2021 Regional Transportation Plan-Sustainable Communities Strategy, Connected 2050, is the regional long-range plan to guide public policy decisions regarding transportation expenditures and financing (SBCAG, 2021). Connected 2050 provides a comprehensive vision for the future balance between transportation and housing needs with social, economic, and environmental goals (SBCAG, 2021). The County of Santa Barbara Comprehensive Plan elements address greenhouse gases in the project area.

### ***Environmental Consequences***

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, Section 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself" (Cleveland National Forest Foundation versus San Diego Association of Governments (2017) 3 California 5th 497, 512). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

### *Operational Emissions*

The purpose of the project is to restore damaged culverts and install/replace Transportation Management System elements; this project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on U.S. Route 101, no increase in vehicle miles traveled (VMT) would occur. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

### *Construction Emissions*

Construction greenhouse gas emissions would result from material processing and transportation, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction greenhouse gas emissions are produced for only a short time, they have long-term effects in the atmosphere, so they cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset greenhouse gas emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

An Air Quality, Noise, and Greenhouse Gas Technical Memorandum was prepared for the project in November 2023. Construction is expected to span approximately 150 working days and consist of clearing and grubbing, site preparation and earthwork, culvert removal and replacement, replacement and installation of transportation system elements, etc. Construction-generated greenhouse gas emissions were quantified based on project-specific construction data using the Caltrans Construction Emissions Tool (CAL-CET), which largely models the emissions from construction equipment. Greenhouse gas emissions would total about 543 tons of carbon dioxide equivalent during the estimated 150 days of project construction. Carbon dioxide equivalent is a measure used to compare emissions from various greenhouse gases based on their global warming potential. Calculating the carbon dioxide equivalent includes converting the emissions of other gases to the equivalent amount of carbon dioxide with the same global warming potential, and then totaling the emissions together. For this project, the carbon dioxide equivalent calculation considers carbon dioxide and the converted equivalent amounts of methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydrofluorocarbons (HFC). Note that these estimates are based on

assumptions made during the environmental planning phase of the project and are considered a “ballpark” of energy usage.

Also, it should be noted that some construction emissions would be offset by fewer maintenance activities. After project construction, there would be longer intervals between maintenance activities.

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

The project will also implement Caltrans standardized measures (such as construction Best Management Practices) that apply to most or all Caltrans projects. Certain common regulations, such as equipment idling restrictions and development and implementation of a traffic control plan that reduce construction vehicle emissions also help reduce greenhouse gas emissions. Measures are discussed in more detail below in Project-Level Greenhouse Gas Reduction Strategies.

The project does not conflict with the Santa Barbara County General Plan, Santa Barbara County Climate Action Plan, or the Santa Barbara County Association of Governments’ Regional Transportation Plan-Sustainable Communities Strategy plan.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following minimization measures will be implemented in addition to Caltrans Standard Specifications in the project to further reduce greenhouse gas emissions and potential climate change impacts from the project:

**GHG-1:** Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment when not in active operation.

**GHG-2:** For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition.
- Use right-sized equipment for the job.
- Use equipment with new technologies.

**GHG-3:** Earthwork Balance—Reduce the need for transport of earthen materials by balancing cut and fill quantities.

**GHG-4:** Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction.

**GHG-5:** Recycle existing project features onsite. This may include salvaging rebar from demolished concrete and processing waste to create usable fill and maximizing the use of recycled materials that meet Caltrans specifications for incorporation into new work.

**GHG-6:** Equipment staging will be planned to minimize traffic conflicts and increase construction efficiency.

**2.1.10 Hazards and Hazardous Materials**

Considering the information in the technical memo Initial Site Assessment, EA 05-1J910, South Coast 101 Drainage dated December 4, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less Than Significant Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

***Affected Environment***

The Initial Site Assessment identifies potential sources of hazardous materials, hazardous waste, or contamination within or near the proposed project, provides recommendations for further testing that may be needed to investigate and define hazardous waste or materials during the project design phase, and provides a summary of the Standard Special Provisions (SSPs) that should be included in the construction contract for the proper management of hazardous waste during project construction.

The regulatory databases of authorized and unauthorized releases of hazardous materials—GeoTracker and Envirostor—maintained by the California State Water Resources Control Board and the California Department of Toxic Substances Control were reviewed in November 2023. These regulatory databases identified regulated properties within 1,000 feet of the project locations. Most of the properties listed were sites that have been mitigated and closed and did not have soil contamination that extended beyond the property boundaries. These properties are considered no risk to the project. Only two locations (at post miles 27.13 and 27.71) had sites where the cases were still open, but neither of the sites had contamination that extended into the state right-of-way and therefore would not impact this project.

A review of the Division of Oil, Gas and Geothermal Research records found that several locations are located within historical oil and gas fields. This should not present a risk to the project due to the nature of the work required for project construction. It is unlikely that gas- or oil-related facilities would be encountered in this type of project. If such facilities or any hazardous substances are encountered, Caltrans has standard specifications for the appropriate response and management of inadvertent discoveries.



### **Environmental Consequences**

The following routine hazardous materials and wastes may be encountered during the project.

In regard to aerially deposited lead (ADL), the historic use of leaded gasoline in automobiles has resulted in soils along roadways throughout California containing elevated concentrations of lead. Soil with lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. The Aerially Deposited Lead Agreement outlines which soils can be safely reused within the project limits, and which soils must be exported and disposed of as hazardous waste.

Soil will be disturbed where culverts are replaced. Therefore, a site-specific aerially deposited lead study will be required during the Plans, Specifications and Estimate phase of the project to document lead concentrations at each location and establish whether the soils are hazardous or nonhazardous, and regulated by the 2016 Aerially Deposited Lead Agreement or unregulated. A task order to perform this study will be written during the Plans, Specifications and Estimate phase of the project once the limits of soil disturbance are known for each location. The study may also be performed by District 5 Environmental Engineering staff using a handheld X-ray Fluorescence (XRF) device. The Department of Toxic Substances Control has approved District 5 staff using the XRF as a screening tool for projects where the soils are anticipated to be unregulated.

The Standard Special Provisions for management of earth material are 7-1.02K(6)(j)(iii) for unregulated soils and 14-11.08 for regulated soils. One or both of these Standard Special Provisions will be included in the construction contract based on the results of the aerially deposited lead study and will ensure the proper soil management practices and disposal requirements (if surplus soil will be generated) during construction. Both Standard Special Provisions require a Lead Compliance Plan to be developed and implemented by the construction contractor.

Routine hazardous waste issues may be encountered during project construction, but would be appropriately handled, treated, and disposed of as required with implementation of Caltrans Standard Specifications and Special Provisions. No yellow striping removal is proposed for this project, and there is no guardrail replacement proposed; therefore, there will be no treated wood waste removal. Adverse effects to human health and the environment would be less than significant.

One school sits within a quarter mile of the project limits: Ellwood Elementary School (address: 7686 Hollister Avenue, Goleta, California 93117). The project would implement Caltrans Best Management Practices and other

standard procedures during construction activities to properly store, handle, and dispose of potentially hazardous materials as described above.

A public airport lies within 2 miles of the project limits: Santa Barbara Airport (address: 500 James Fowler Road, Santa Barbara, California 93117). The Santa Barbara Airport implements recommended preferred routes for flight arrivals and works to educate airlines in the Santa Barbara Airport Voluntary Noise Abatement Approach. The approach deviates from the standard approved approach for landings on Runway 25 because it can reduce the level of perceived aircraft noise. The online published noise fact sheet titled *Santa Barbara Airport Facts About Aircraft Noise* states “The Federal Aviation Administration (FAA) determined noise standards for communities surrounding airports. The measurement used is called the Community Noise Equivalent Level (CNEL) which averages noise levels over 24-hour periods. The threshold for excessive noise is 65 CNEL. By this standard, current data confirms that there are no residential areas near SBA [Santa Barbara Airport] that are subjected to excessive aircraft noise. SBA [Santa Barbara Airport] monitors noise levels using remote noise monitoring equipment and federally approved metrics generated from computerized noise contours and noise exposure maps.”

With measured noise levels below the Federal Aviation Administration excessive noise levels and the Santa Barbara Airport Voluntary Noise Abatement Approach, impacts to people working in the project area would be less than significant.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The following minimization measure will be implemented in addition to Caltrans Standard Specifications.

**HAZ-1:** The following study will be completed during the project design phase: a site-specific aerially deposited lead (ADL) study will be required during project design to document lead concentrations at each location and establish whether the soils are hazardous or nonhazardous, and regulated by the 2016 Aerially Deposited Lead Agreement or unregulated. Based on the results of the study, appropriate specifications or provisions will be included in the design of the project for the proper management of potentially hazardous waste issues, and no adverse effects to human health or the environment would occur.

### **2.1.11 Hydrology and Water Quality**

Considering the information in the Water Quality Assessment Report dated April 2024, the following significance determinations have been made:

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

**Affected Environment**

The project spans across multiple Hydrologic Units, including the South Coast Hydrologic Unit, the Goleta Hydrologic Sub-Area, the Arguello Hydrologic Area, the Santa Ynez Hydrologic Unit, and the Buellton Hydrologic Area. The receiving water bodies for this project are Atascadero Creek, Cieneguitas

Creek, Maria Ygnacio Creek, Glen Annie Canyon Creek, Bell Creek, Tecolote Creek, Dos Pueblos Canyon Creek, Canada De La Destiladera, Pacific Ocean at Arroyo Quemada Beach, Canada Del Molino, Canada San Onofre, Canada De La Gaviota, and Nojoqui Creek. Several of the receiving water bodies for this project are 2020/2022 303(d) listed as impaired. The project sits within the Goleta groundwater basin. Multiple earthwork and excavation operations will potentially encounter groundwater during construction activities.

The total disturbed soil area across the project limits is estimated at 20 acres, which will be used for Construction General Permit (CGP) compliance. This area accounts for clearing, grubbing, creating access to drainage systems, culverts improvements, and construction of culvert head walls, wing walls, and so on. As a result, the project could temporarily increase the sediment-laden flow to the receiving waters.

A preliminary project risk level assessment has determined this project to be a risk level 3. The risk level was determined using the combined project sediment risk and receiving water risk. The sediment risk was calculated to be high (230.08 tons per acre) due to a few of the impaired receiving water bodies having beneficial uses for cold freshwater habitat, fish spawning and fish migration.

The project is not located within the limits of areas of special biological significance. No flood impacts are anticipated with the project scope. The individual culvert locations are not within the limits of Significant Trash Generating Areas. There are no drinking water or water recharge facilities within the project limits.

### ***Environmental Consequences***

Construction activities create disturbed soil areas with the potential for temporary stormwater sediment delivery to receiving waters. The Maria Ygnacio Creek is the only receiving waters with 303(d) listed turbidity impairments with the potential for temporary impacts during construction. However, these impacts can be minimized by implementing temporary Best Management Practices proposed in the Storm Water Data Report. Examples of practices include the preservation of existing vegetation and the use of sediment controls such as fiber rolls, check dams, and slope drains. Therefore, impacts will be less than significant.

Multiple earthwork and excavation operations will potentially encounter groundwater during construction activities. Because dewatering Best Management Practices will be implemented, no temporary or permanent groundwater impacts are anticipated. The project does not produce any new impervious area and will not alter watersheds that contribute surface water runoff to the project culverts. No impacts will occur from loss of infiltration to groundwater, erosion from additional stormwater volume, or delivery of associated stormwater pollutants.

Temporary and permanent Best Management Practices will be used for stormwater volume and erosion control during and after construction. The project will correct or eliminate corroded or worn pipe inverts, perforated pipe sections, joint offsets, and significant ditch, channel, and slope erosion. As a result, overall permanent stormwater quality will improve due to the project.

Because temporary and permanent Best Management Practices will be used to reduce water quality impacts to less than significant, it is consistent with applicable coastal policies. See Appendix B for the full coastal policy analysis.

**Avoidance, Minimization, and/or Mitigation Measures**

No new measures are proposed.

**2.1.12 Land Use and Planning**

Existing and future land uses within or adjacent to the project limits on U.S. Route 101 would not be changed as a result of the project, nor would the project divide an established community. No changes to the alignment, function, or capacity of the highway are proposed. The project would not conflict with the elements of the County of Santa Barbara General Plan or any other land use policy or regulation intended to avoid or mitigate any effects on the environment. Because the project would repair aging drainage infrastructure within the highway corridor and would not increase the capacity of the highway, it would not directly or indirectly cause changes in land uses that would conflict with planning policies and regulations.

Coastal zone policies and regulations for the protection of coastal resources apply to portions of the project limits along U.S. Route 101, as discussed in Section 2.1.5 and Appendix B, the coastal policy analysis. Caltrans will coordinate with the County of Santa Barbara for the Coastal Development Permit application process related to the potential effects of the project on protected coastal resources and Environmentally Sensitive Habitat Areas. An application for a Coastal Development Permit will be submitted to the County of Santa Barbara upon completion of the final environmental document. The approved permit will specify the required replacement plantings and any other applicable mitigation measures for impacts to protected coastal resources in the coastal jurisdiction.

Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

### 2.1.13 Mineral Resources

Considering the information in the Caltrans Division of Environmental Analysis Geographical Information Systems Library and the Santa Barbara County Comprehensive Plan – Conservation Element amended in August 2010, there are no mineral resources such as mine locations, mining districts, oil and gas seeps, or mining disturbed areas at any of the project site locations. Therefore, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

### 2.1.14 Noise

Considering the information in the Air Quality, Greenhouse Gas, and Noise Quality Technical Memo, South Coast 101 Drainage dated May 8, 2024, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

***Affected Environment***

The overall project setting varies from urban to rural with agricultural land, open space, vineyards, and ranches. U.S. Route 101 within the project limits passes through parts of the cities of Carpinteria, Santa Barbara, and Goleta. The project will be carried out at point locations over a length of 52 miles of U.S. Route 101 in Santa Barbara County. The nearest sensitive receptors to anticipated construction would be at post mile 25.06, which would occur as close as 14 feet from the nearest residence; at post mile 25.3, where the nearest residence is 90 feet from construction; and at post mile 26.22, where the nearest residence is 14 feet away from construction.

***Environmental Consequences***

***Permanent (Long-Term) Impacts***

Since no capacity will be added to the highway, and because the highway will not be realigned, this is considered a Type III project. Local noise levels will be the same after completion of the project as they were before. Long-term noise abatement measures will not be recommended with this project.

***Temporary (Construction) Impacts***

It is inevitable that local noise levels in the vicinity of construction will experience a short-term increase due to construction. The amount of construction noise will vary with the particular activities and associated models and types of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86-dBA at 50 feet from the source.

***Avoidance, Minimization, and/or Noise Abatement Measures***

Adverse noise impacts from construction are not anticipated because construction would be temporary and intermittent and conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by local traffic noise.

To minimize impacts on residents’ normal nighttime sleep activities, it is recommended that, whenever possible, construction work be done during the

day. If nighttime construction is necessary, the noisiest construction activities should be done as early in the evening as possible. Caltrans Standard Specifications Section 14-8.02 requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA L<sub>max</sub> at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

The project will include the following minimization measures and implement them as appropriate to further minimize temporary construction-noise impacts.

**NOISE1:** Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.

**NOISE2:** Shield loud pieces of stationary construction equipment if complaints are received.

**NOISE3:** Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible.

**NOISE4:** Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

**NOISE5:** Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

**NOISE6:** If nighttime work occurs, then a Non-Standard Special Provision (NSSP) will be developed by district staff that requires the contractor to develop and implement a Noise Control Plan (NCP) to ensure construction activities do not exceed standards during construction.

**NOISE7:** Consult District noise staff if complaints are received during the construction process.

### **2.1.15 Population and Housing**

The project will not have an impact on population and housing. No additional housing or development is proposed, nor does the project remove or displace any existing housing.



Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

### 2.1.16 Public Services

The highway would remain open at all times during construction, and the project will not have an impact on public services.

Considering this information, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:  Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

### 2.1.17 Recreation

Various types of recreational facilities are adjacent to or nearby the project limits along U.S. Route 101. The project does not include any recreational components and would not generate an increase in population and a potential resultant demand for recreational facilities. Therefore, the project is not expected to directly or indirectly affect existing recreational facilities or cause increased demand for additional or expanded facilities. Public access to coastal resources will not be affected by the project. See Appendix B for the coastal policy analysis for the project.

Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

### 2.1.18 Transportation

The purpose of the project is to replace or repair drainage systems along U.S. Route 101; therefore, the project would not change the function of the highway. Because the project would not increase the capacity of the highway, it would not influence vehicle miles traveled or population growth. During construction, it is expected that one side of the freeway would be worked on at a time and at least one lane would remain open to traffic in each direction. This will ensure that adequate emergency access is always provided.

The project would not conflict with relevant transportation programs, plans, ordinances, or policies. See Appendix B for the coastal policy analysis for the project.

Considering this information, the following significance determinations have been made:

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

### 2.1.19 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated December 2023, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

**Affected Environment**

On November 15, 2021, the Caltrans archaeologist sent the Native American Heritage Commission a request to search the Sacred Lands File for cultural resources within the South Coast 101 Drainage project limits and ask for a list of Native American individuals who are familiar with the project area and may have information pertinent to cultural resources studies. On December 28, 2021, the Native American Heritage Commission responded that the Sacred Lands File search was positive for cultural resources. Also provided was a list of Native American tribes and individuals. On January 11, 2022, letters to the consultation group were sent out to initiate consultation under Assembly Bill 52 and Section 106. Consultation letters were sent out electronically, with follow-up phone calls and mailed letters to people without working email accounts or phone numbers. Project mapping was included as enclosures to the consultation letters. Results of Native American consultation are shown in Table 2.4.

**Table 2.4 Summary of Native American Consultation**

Tribe	Correspondence
Barbareno/Ventureno Band of Mission Indians	Would like to consult (January 12, 2022). Tribe was sent proposal to conduct archaeological studies (February 13, 2023). Tribe was sent Draft Archaeological Survey Report/ Extended Phase I/Phase II Report (November 7, 2023).
Chumash Council of Bakersfield	Not applicable.
Coastal Band of the Chumash Nation	Tribe was sent proposal to conduct archaeological studies (February 13, 2023). Would like to consult (February 13, 2023). Tribe was sent Draft Archaeological Survey Report/ Extended Phase I/Phase II Report (November 7, 2023).
Northern Chumash Tribal Council	Would like to consult (April 27, 2022). Tribe was sent proposal to conduct archaeological studies (February 13, 2023). Tribe was sent Draft Archaeological Survey Report/ Extended Phase I/Phase II Report (November 7, 2023).
San Luis Obispo County Chumash Council	Not applicable.
Santa Ynez Band of Chumash Indians	Tribe was sent proposal to conduct archaeological studies (February 13, 2023). Tribe was sent Draft Archaeological Survey Report/ Extended Phase I/Phase II Report (November 7, 2023).
Barbareno Band of Chumash Indians	Would like to consult (March 12, 2022). Tribe was sent proposal to conduct archaeological studies (February 13, 2023). Monitor was present for ground disturbance during archaeological and geotechnical studies. Tribe was sent Draft Archaeological Survey Report/ Extended Phase I/Phase II Report (November 7, 2023).

Native American representatives of the Barbareno Band of Chumash Indians were present for fieldwork during the Extended Phase I and Phase II studies.

### ***Environmental Consequences***

Within the project Area of Potential Effect, there are two cultural resources that have been determined eligible for inclusion to the National Register of Historic Places. The two prehistoric archaeological sites will be avoided and protected with use of Environmentally Sensitive Area fencing for each. Therefore, the project has a “no adverse effect with standard conditions” finding for the two prehistoric historic properties.

A coastal policy analysis was completed for the project (see Appendix B), and it was determined that since the project can avoid historic resources and tribal monitors are in consultation, the project is consistent with coastal policies protecting archaeological resources.

### ***Avoidance, Minimization, and/or Mitigation Measures***

No additional measures are proposed.

### **2.1.20 Utilities and Service Systems**

Several project locations are within areas surrounded by utility infrastructure such as traffic lights and signals, overhead and underground powerlines, storm drains and manholes, and streetlights. No utility conflicts have been identified. Locations of existing utilities would be confirmed during the Plans, Specifications, and Estimates phase of the project; with that information, Caltrans can confirm whether or not relocations would be necessary. Caltrans will continue communication with the utility owners throughout the Plans, Specifications, and Estimates phase and the construction phase of the project to ensure that construction methods implemented for the project work locations would enable protection in place of existing utilities and that no conflicts occur with utility services or equipment. If utilities need to be relocated, Caltrans will review the proposed locations at that time to ensure no significant environmental effects are caused. The project does not include new wastewater, stormwater or natural gas lines.

Considering this information, the following significance determinations have been made:

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

**2.1.21 Wildfire**

Considering the information in the California Department of Forestry and Fire Protection: CalFire State Responsibility Area Fire Hazard Severity Zone map dated June 15, 2023, CalFire Very High Fire Hazard Severity Zones in LRA for Santa Barbara County dated September 2, 2008, maps and goals listed in the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan dated February 2023, and City of Santa Barbara Local Hazard Mitigation Plan dated February 2023, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

**Affected Environment**

Over half of the project limits is in fire severity zones rated very high by the California Department of Forestry and Fire Protection. These zones represent areas of elevated fire hazard risk based on vegetation conditions, terrain, weather, and other relevant factors. The County of Santa Barbara has many of these risk factors and has a documented history of wildfire. The most recent wildfire was the Alisal fire in 2021, caused by lightning. The fire burned 16,953 acres of the Los Padres National Forest and intersected U.S. Route 101 at post miles 35.1 and R37.3-42.7. According to the City of Santa Barbara Local Hazard Mitigation Plan, Santa Barbara County has experienced nine major fires in the past 10 years, two of which directly threatened the heavily populated areas of the county and the City of Santa Barbara. The plan also describes wildfire classifications as either a wildland fire or a wildland-urban interface (WUI) fire. The wildland-urban interface fire can be subdivided into three categories (NWUIFPP, 1998):

- The classic wildland-urban interface exists where well-defined urban and suburban development presses up against open expanses of wildland areas.
- The mixed wildland-urban interface is characterized by isolated homes, subdivisions, and small communities situated predominantly in wildland settings.

- The occluded wildland-urban interface exists where islands of wildland vegetation occur inside a largely urbanized area.

Generally, many of the areas at risk within Santa Barbara County fall into the classic wildland-urban interface category.

### ***Environmental Consequences***

Though CalFire's 2023 Fire Hazard Severity Zone map designates the project area as primarily a very high fire hazard severity zone, the project would rehabilitate drainages and would not increase wildfire risk significantly. Replacement culverts would be constructed with fire-resistant methods or materials, such as steel or concrete, to reduce potential exposure to wildfire.

During project construction, any traffic controls necessary would be implemented to minimize hindrance of fire evacuation or response traffic. Emergency responders would be made aware of any traffic disruptions, delays, or detours in advance. The completed project would improve highway reliability and would not interfere with emergency response or evacuation plans, and therefore would have a less than significant impact.

Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. The project would not introduce new fire-vulnerable structures into the project area and is not anticipated to exacerbate the impacts of wildfires intensified by climate change or be any more susceptible to wildfire damage than under current conditions.

### ***Avoidance, Minimization, and/or Mitigation Measures***

No additional measures are proposed.



**2.1.22 Mandatory Findings of Significance**

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

***Affected Environment***

The project would affect environmental resources on a 52-mile span of U.S. Route 101 in Santa Barbara County. The scope of the project would be limited to restoration of 22 existing drainage systems with 38 culvert locations and installation of two Transportation Management Systems, including count stations and census loops.

***Environmental Consequences***

Impacts to biological resources and sensitive habitats, including coastal Environmentally Sensitive Habitat Areas, resulting from the project would be significant. Project construction activities would cause temporary and/or permanent impacts to some Environmentally Sensitive Habitat Areas. Mitigation measures are required to restore impacted areas and replant native trees for impacts to Environmentally Sensitive Habitat Areas. Implementation

of the mitigation measures discussed in Section 2.1.4 would reduce impacts to biological resources to less than significant.

Impacts to cultural resources resulting from the project would be significant only if cultural resources are discovered in construction areas on land parcels not currently accessible for evaluation. When permission to enter private lands is acquired, and avoidance, minimization, and/or mitigation measures are implemented, impacts would be reduced to either no impact or less than significant impact.

Overall, the project is not expected to substantially degrade the quality of the environment. With the implementation of Caltrans Standard Specifications, Standard Special Provisions, Best Management Practices, and avoidance, minimization, and mitigation measures, impacts to environmental resources would be less than significant.

### ***Cumulative Impacts***

Cumulative impact assessments include defining a Resource Study Area, the geographic area within which impacts on a resource are analyzed. The boundaries of Resource Study Areas for cumulative impacts analysis are often broader than the boundaries used for project-specific analysis. The Resource Study Area for impacts to the California red-legged frog and jurisdictional features is the Santa Barbara Coast. This includes portions of the Santa Ynez Valley and the Santa Ynez Mountains near San Marcos Pass. Project locations fall within the Alamo Pintado Creek – Santa Ynez River, Jalama Creek-Frontal Santa Barbara, and San Pedro Creek – Frontal Santa Barbara HUC 10 watersheds all within this region. Several other projects, including Caltrans projects, may incur temporary and permanent impacts to jurisdictional features and the California red-legged frog and its critical habitat in this Resource Study Area. When considered in a cumulative effects context, this project is not anticipated to substantially contribute to adverse cumulative impacts to jurisdictional features and the California red-legged frog because the project would fully mitigate for impacts to jurisdictional features.

### ***Avoidance, Minimization, and/or Mitigation Measures***

No additional measures are proposed.

# Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

OFFICE OF THE DIRECTOR  
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September 2023

### NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

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

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES  
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

## **Appendix B Coastal Policy Analysis**

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This appendix contains the relevant policies from the California Coastal Act and the Santa Barbara County Local Coastal Program, which includes the Gaviota Coastal Plan, and evaluates whether the project is consistent with these policies.

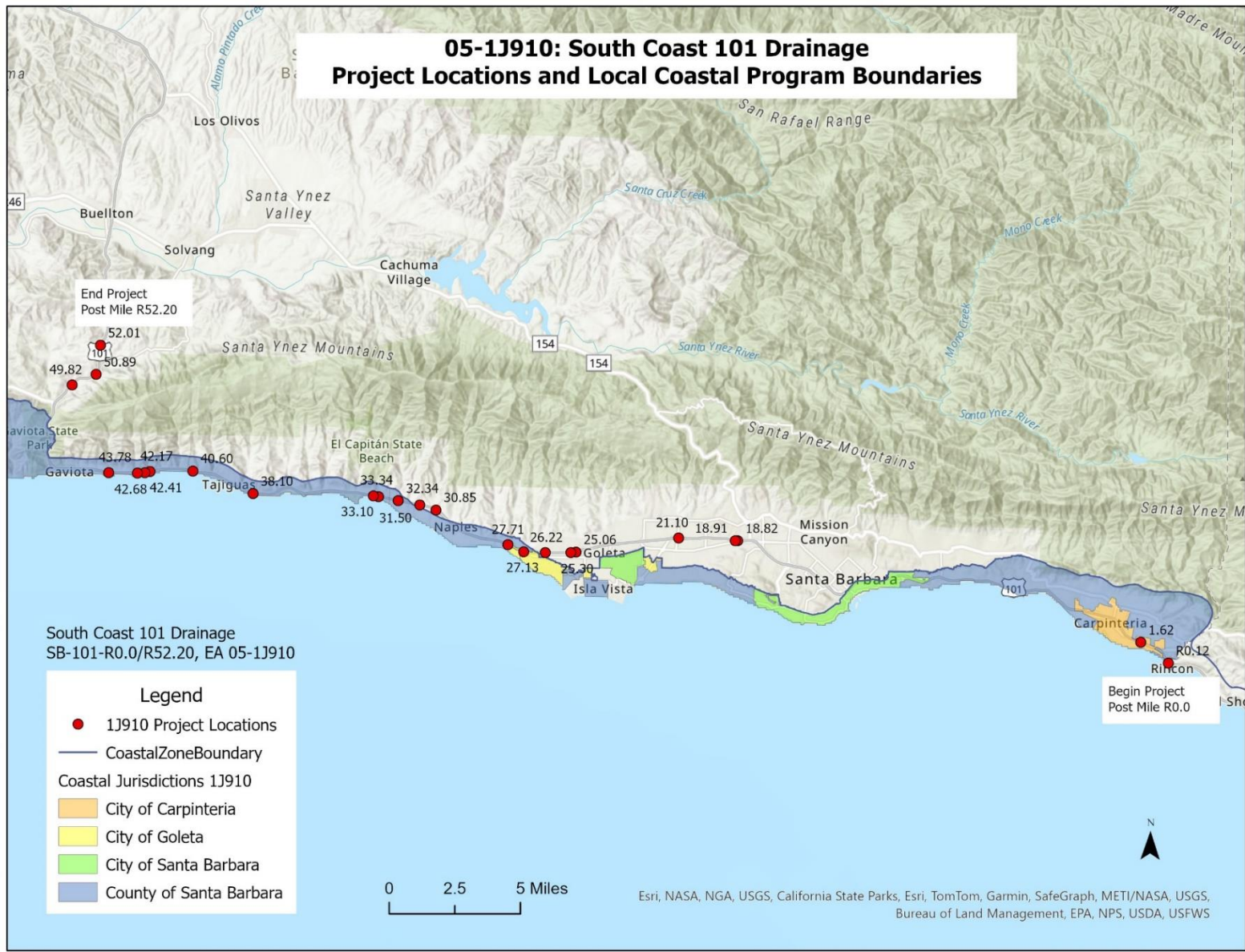
Included in the analysis are relevant policies from the following sources:

- California Coastal Act
  - Chapter 3: Coastal Resources Planning and Management Policies
- County of Santa Barbara Local Coastal Program - Coastal Land Use Plan (Adopted 1982)
  - Chapter 3.3: Hazards
  - Chapter 3.7: Coastal Access and Recreation
  - Chapter 3.8: Agriculture
  - Chapter 3.9: Environmentally Sensitive Habitat Areas
  - Chapter 3.10: Archeological and Historic Resources
- County of Santa Barbara Local Coastal Program - Gaviota Coastal Plan (Adopted 2016)
  - Chapter 2: Natural and Cultural Resources Stewardship
  - Chapter 3: Agriculture
  - Chapter 4: Parks, Recreation and Trails
  - Chapter 5: Land Use
  - Chapter 6: Visual Resources
  - Chapter 7: Transportation, Energy and Infrastructure

The relevant key policies from each plan and ordinance have been grouped together by subject in Table B.1. For each key policy, a determination was made for whether the project is consistent with coastal policies, and a discussion is provided. Policies for resources that would not be affected by the project are not included.

Figure B-1 shows the locations of specific project sites within the Coastal Zone jurisdictions.

Figure B-1 Project Locations and Local Coastal Program Boundaries



**Table B-1 Coastal Policy Analysis**

<p><b>California Coastal Act Chapter Three County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><b>Agricultural Resources</b></p> <p><b>Coastal Act Section 30241 (in relevant part):</b> <i>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.</i></p> <p><b>Coastal Act Section 30242 (in relevant part):</b> <i>All other lands suitable for agricultural use shall not be converted to nonagricultural uses.</i></p> <p><b>Coastal Act Section 30113 :</b> <i>"Prime agricultural land" means those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code.</i></p> <p><b>Section 51201(c) of the California Government Code includes:</b> <i>(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 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.</i></p> <p><b>Coastal Act Section 30243:</b> <i>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.</i></p> <p><b>County of Santa Barbara Policy 8-1:</b> <i>An agricultural land use designation shall be given to any parcel in rural areas that are: (1) Prime agricultural soils, (2) other prime agricultural lands, (3) lands in existing agricultural use, (4) lands with agricultural potential.</i></p> <p><b>County of Santa Barbara Policy 8-2:</b> <i>If a parcel is designated for agricultural use in a rural area and is not contiguous with the urban/rural boundary, conversion to non-agricultural use shall not be permitted unless conversion would allow for another priority use.</i></p> <p><b>County of Santa Barbara Policy 8-3:</b> <i>If a parcel is designated for agricultural use and is located in a rural area contiguous with the urban/rural boundary, conversion shall not be permitted unless: a. the agricultural use of the land is severely impaired, b. conversion would contribute to the logical completion of an existing urban neighborhood, c. there are no alternative areas appropriate.</i></p> <p><b>Gaviota Coast Plan Policy AG-I.A: Protect and Support Agricultural Land Use.</b> <i>Land designated for agriculture shall be preserved and protected for agricultural use; the integrity of agricultural operations shall not be violated by non-compatible uses.</i></p>	<p>Land uses within the areas of potential impact for the proposed project are mostly designated as grazing land, with urban and built-up land in and adjacent to the cities of Carpinteria, Santa Barbara, and Goleta. There are nine project locations adjacent to or slightly within farmland designated as prime or unique farmland, or under a Williamson Act contract. However, none of these project locations are within the Coastal Zone. Additionally, access would be temporary, related to construction and would not prevent the continuation of existing farmland activities in the area. This project would not require any acquisition of property, and no farmland (neither directly nor indirectly) would be converted to nonagricultural use. The proposed project does not convert agricultural land to non-agricultural uses.</p>

<p><b>California Coastal Act Chapter Three</b>  <b>County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan</b>  <b>Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><b>Gaviota Coast Plan Policy AG-1.B: Long-Term Agricultural Production. (COASTAL)</b> <i>The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy, and conflicts shall be minimized between agricultural and other land uses. If a parcel is designated for agricultural use, the parcel shall not be converted to a non-agricultural use unless the conversion is consistent with CLUP Policy 8-2.</i></p> <p><b>Gaviota Coast Plan Policy AG-1.I: Williamson Act.</b> <i>The use of the Williamson Act (Agricultural Preserve Program) shall be strongly encouraged and supported. The County shall also explore and support other agricultural land protection programs.</i></p>	
<p><b>Wetlands</b></p> <p><b>Coastal Act Section 30230.</b> <i>Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</i></p> <p><b>Coastal Act Section 30231.</b> <i>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</i></p> <p><b>Coastal Act Section 30233 (in relevant part).</b>  <i>(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (5) Mineral extraction, including sand for beaches, except in environmentally sensitive areas. (6) Restoration purposes. (7) Nature study, aquaculture, or similar resource dependent activities California Code of Regulations Title 14 Section 13577 (b). Wetlands. Measure 100 feet landward from the upland limit of the wetland. Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is</i></p>	<p>Two jurisdictional wetlands exist in the Biological Study Area, but neither wetland is located within the Coastal Zone. The proposed project will have no anticipated impacts to these wetlands. Therefore, the project will be consistent with the wetland protection policies of the Coastal Act.</p>

<p><b>California Coastal Act Chapter Three County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><i>lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.</i></p> <p><i>For purposes of this section, the upland limit of a wetland shall be defined as:</i></p> <p><i>(A) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover;</i></p> <p><i>(B) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or</i></p> <p><i>(C) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not.</i></p> <p><b>County of Santa Barbara 9-9:</b> <i>A buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in Policy 9-10.</i></p> <p><b>County of Santa Barbara 9-13:</b> <i>No unauthorized vehicle traffic shall be permitted in wetlands and pedestrian traffic shall be regulated and incidental to the permitted uses.</i></p> <p><b>Gaviota Coast Plan Policy NS-5: Wetlands.</b> <i>The County shall seek opportunities and create incentives for restoration of degraded wetlands.</i></p>	
<p><b>Environmentally Sensitive Habitat Areas (ESHA)</b></p> <p><b>Coastal Act Section 30240.(a)</b> <i>Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.</i></p> <p><b>Coastal Act Section 30107.5.</b> <i>“Environmentally sensitive area” means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments Include LCP policies related to ESHA, if applicable.</i></p> <p><b>County of Santa Barbara 9-1:</b> <i>Prior to the issuance of a development permit, all projects on parcels shown on the land use plan and/or resource maps with a Habitat Area overlay designation or within 250 feet of such designation or projects affecting an environmentally sensitive habitat area shall be found to be in conformity with the applicable habitat protection policies of the land use plan. All development plans, grading plans, etc., shall show the precise location of the habitat(s) potentially affected by the proposed</i></p>	<p>The proposed project would result in an estimated 0.0338 acres of temporary impacts to aquatic coastal streams environmentally sensitive habitat areas and 0.1035 acres of native coastal riparian, totaling 0.1373 acres. No permanent impacts to aquatic environmentally sensitive habitat areas are anticipated.</p> <p>The proposed transportation improvement project is not a resource-dependent use, and therefore is not allowed in ESHA consistent with Section 30240. Several alternatives have been evaluated and no other design or siting alternative is feasible that meets the purpose and objectives of the project without requiring ESHA impacts. However, mitigation measures have been provided to minimize adverse</p>



<p><b>California Coastal Act Chapter Three</b>  <b>County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan</b>  <b>Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><i>project. Projects which could adversely impact an environmentally sensitive habitat area may be subject to a site inspection by a qualified biologist to be selected jointly by the County and the applicant.</i></p> <p><b>County of Santa Barbara 9-35:</b> <i>Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities, including cultivated agriculture and grazing, should be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees on grazing lands should be encouraged.</i></p> <p><b>County of Santa Barbara 9-36:</b> <i>When sites are graded or developed, areas with significant amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and stability of native trees.</i></p> <p><b>Gaviota Coastal Plan Policy NS-2: Environmentally Sensitive Habitat (ESH) Protection. (COASTAL)</b> <i>Environmentally Sensitive Habitat (ESH) areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. A resource dependent use is a use that is dependent on the ESH resource to function (e.g., nature study, habitat restoration, public trails, and low-impact campgrounds). Resource-dependent uses shall be sited and designed to avoid significant disruption of habitat values to ESH through measures including but not limited to: utilizing established disturbed areas where feasible, limiting grading by following natural contours, and minimizing removal of native vegetation to the maximum extent feasible. Non-resource dependent development, including fuel modification and agricultural uses, shall be sited and designed to avoid ESH and ESH buffer areas. If avoidance is infeasible and would preclude reasonable use of a parcel or is a public works project necessary to repair and maintain an existing public road or existing public utility, then the alternative that would result in the fewest or least significant impacts shall be selected and impacts shall be mitigated. Development in areas adjacent to ESH areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.</i></p> <p><b>Gaviota Coast Plan Policy NS-7: Riparian Vegetation. (INLAND)</b> <i>Riparian vegetation shall be protected to the maximum extent feasible. Riparian vegetation shall not be removed except where clearing is necessary for the maintenance of existing roads and/or free flowing channel conditions, the removal of invasive exotic species, stream/creek restoration, or the provision of essential public services. Any unavoidable riparian vegetation removal conducted in compliance with the activities identified by this policy shall be conducted in compliance with the Environmentally Sensitive Habitat and resource protection policies and provisions of the Gaviota Coast Plan, the Comprehensive Plan, and the Local Coastal Program.</i></p> <p><b>Gaviota Coast Plan Policy NS-9: Natural Stream Channels. (INLAND)</b> <i>With the exception of local, state, or federal resource agency permitted activities, natural stream channels and conditions shall be maintained in an undisturbed state to the maximum extent feasible in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts.</i></p>	<p>environmental effects, including mitigation at 3:1 ratio for all permanent impacts to ESHA and mitigation at a 1:1 ratio for all temporary impacts to ESHA.</p> <p>Mitigation measures for Coastal Environmentally Sensitive Habitat include:</p> <p>Mitigation Measure BIO60: Temporary impacts to jurisdictional water shall be restored at a 1:1 ratio (acreage). Compensatory mitigation for permanent impacts shall be at a minimum of 3:1 ratio (acreage), or other ratio as determined by regulatory agencies during permitting. If rock slope protection installation can be backfilled with soil and planted to restore habitat, this may be considered degradation and would be subject to a minimum mitigation ratio of 1.5:1 (acreage), or other ratio as determined by regulatory agencies during permitting.</p> <p>Mitigation Measure BIO61: Impacts to native riparian trees that have a greater than 6-inch diameter at breast height (DBH) would be offset with replacement planting within the project limits. Impacts are likely to require a minimum 3:1 replacement ratio by the California Coastal Commission, Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Impacts to non-native trees will likely require at minimum a 2:1 replacement ratio.</p> <p>With the avoidance, minimization, and mitigation measures listed in this document, the proposed project is consistent with the Coastal Act policies.</p>

<p><b>California Coastal Act Chapter Three</b>  <b>County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan</b>  <b>Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><b>Gaviota Coast Plan Policy NS-11: Restoration.</b> (INLAND) <i>Biological impacts shall be avoided to the maximum extent feasible. In cases where adverse impacts to biological resources cannot be avoided after impacts have been minimized, restoration shall be required. A minimum replacement ratio shall be required to compensate for the destruction of native habitat areas or biological resources. The area or units to be restored, acquired, or dedicated for a permanent protective easement shall exceed the biological value of that which is destroyed. Where onsite restoration is infeasible or not beneficial with regard to long-term preservation of habitat, an offsite easement and/or alternative mitigation measures that provide adequate quality and quantity of habitat and will ensure long-term preservation shall be required.</i></p> <p><b>Gaviota Coast Plan Policy NS-11: Restoration.</b> (COASTAL) <i>In cases where adverse impacts to biological resources as a result of new development cannot be avoided and impacts have been minimized, restoration shall be required. A minimum replacement ratio of 3:1 shall be required to compensate for adverse impacts to native habitat areas or biological resources, except that mitigation for impacts to wetlands shall be a minimum 4:1 ratio. Where onsite restoration is infeasible, the most proximal and in-kind offsite restoration shall be required. Preservation in perpetuity for conservation and/or open space purposes of areas subject to restoration shall be required as a condition of the CDP and notice of such restriction shall be provided to property owners through a recorded deed restriction or Notice to Property Owner.</i></p> <p><b>Gaviota Coast Plan Policy NS-12: Protected Trees.</b> (COASTAL) <i>Existing trees shall be preserved to the maximum extent feasible, prioritizing “protected trees.” Protected trees are defined for the purpose of this policy as mature native or roosting/nesting trees that do not pose a threat to health and safety. Protected trees include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• Oak (<i>Quercus agrifolia</i>)</li> <li>• Sycamore (<i>Platanus racemosa</i>)</li> <li>• Willow (<i>Salix spp.</i>)</li> <li>• Maple (<i>Acer macrophyllum</i>).</li> <li>• California Bay Laurel (<i>Umbellularia californica</i>)</li> <li>• Cottonwood (<i>Populus spp.</i>)</li> <li>• White Alder (<i>Alnus rhombifolia</i>)</li> <li>• California Walnut (<i>Juglans californica</i>)</li> <li>• Any tree serving as known or discovered raptor nesting and/or raptor roosting sites.</li> <li>• Any trees serving as Monarch butterfly habitat, including aggregation sites.</li> </ul> <p><i>All existing “protected trees” shall be protected from damage or removal to the maximum extent feasible. Where the removal of protected trees cannot be avoided through the implementation of project alternatives, or where development encroachments into the protected zone of protected trees result in the loss or worsened health of the trees, mitigation measures shall include, at a minimum, the planting of replacement trees on-site, if suitable area exists on the project site, at a ratio of 10 replacement trees for every one tree removed. Where on-site mitigation is not feasible, the most proximal off-site mitigation shall be required.</i></p>	

<p><b>California Coastal Act Chapter Three</b>  <b>County of Santa Barbara Comprehensive Plan and Coastal Land Use Plan</b>  <b>Gaviota Coast Plan</b></p>	<p><b>Coastal Act Consistency Analysis</b></p>
<p><b>Water Quality</b></p> <p><b>Coastal Act Section 30230.</b> <i>Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</i></p> <p><b>Coastal Act Section 30231.</b> <i>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</i></p> <p><b>Coastal Act Section 30232.</b> <i>Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</i></p> <p><b>County of Santa Barbara Policy 3-19:</b> <i>Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.</i></p>	<p>The proposed project does not produce any new impervious area and will not alter watersheds that contribute surface water runoff to the project culverts. No impacts will occur from loss of infiltration to groundwater, erosion from additional stormwater volume, or delivery of associated stormwater pollutants. Temporary and permanent best management practices will be used for stormwater volume and erosion control during and after construction.</p> <p>The proposed project will correct or eliminate corroded or worn pipe inverts, perforated pipe sections, joint offsets, and significant ditch, channel, and slope erosion. As a result, overall permanent stormwater quality will improve due to the proposed project.</p> <p>Therefore, the project will be consistent with the water quality protection policies of the Coastal Act.</p>
<p><b>Public Access</b></p> <p><b>Coastal Act Section 30210.</b> <i>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.</i></p> <p><b>Coastal Act Section 30211.</b> <i>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.</i></p> <p><b>Coastal Act Section 30212.</b> <i>(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.</i></p>	<p>The proposed project does not conflict with specified policies relating to public access and recreation. The proposed project would improve coastal access by increasing roadway reliability, efficiency, and safety. Therefore, the project is consistent with these policies.</p>

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<p><b>Coastal Act Section 30213.</b> <i>Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. ...</i></p> <p><b>Coastal Act Section 30214.</b> <i>(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. ...</i></p> <p><b>Coastal Act Section 30220.</b> <i>Protection of certain water- oriented activities Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</i></p> <p><b>Coastal Act Section 30221.</b> <i>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.</i></p> <p><b>Coastal Act Section 30223.</b> <i>Upland areas Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</i></p> <p><b>Coastal Act Section 30224.</b> <i>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.</i></p> <p><b>Coastal Act Section 30252.</b> <i>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 nonautomobile 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 onsite recreational facilities to serve the new development.</i></p>	

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<p><b>County of Santa Barbara Policy 7-1:</b> <i>The County shall take all necessary steps to protect and defend the public’s constitutionally guaranteed rights of access to and along the shoreline</i></p> <p><b>Gaviota Coast Plan Policy REC-4: Protect and Preserve Trail Alignments.</b> <i>All opportunities for public trails within the general alignments and locations identified on the Parks, Recreation and Trails (PRT) map shall be protected, preserved, provided for, and sited and designed using the considerations in Policy REC-5 and Policy REC-6 during review and approval of development and/or permits requiring discretionary approval.</i></p> <p><b>Gaviota Coast Plan Policy REC-8: Protection of Existing Coastal Access.</b> <i>Ensure that development does 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.</i></p> <p><b>Gaviota Coast Plan Policy REC-14: Transportation Improvements and Public Access.</b> <i>All improvements to the U.S. Highway 101, County roads, and the Union Pacific Railroad or its successor agency shall be designed to protect and expand public access to and along the coast.</i></p>	
<p><b>Visual Resources and Community Character</b></p> <p><b>Coastal Act Section 30251.</b> <i>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 land forms, 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 its setting.</i></p> <p><b>Gaviota Coast Plan Policy VIS-12: Critical Viewshed Corridor.</b> <i>Protection of the ocean and mountain views of the Gaviota Coast from Highway 101 is critically important. Therefore, a Critical Viewshed Corridor Overlay, providing more protective viewshed policies for development permits within the overlay, is designated for the Gaviota Coast.</i></p> <p><b>Gaviota Coast Plan Policy VIS-14: Landscaping.</b> <i>Non-agricultural landscaping, when mature, shall not obstruct public mountain or ocean views.</i></p>	<p>Implementation of the project would result in visual changes as seen from public viewpoints such as Highway 101, some intersecting local streets, parks, and beaches. An increased visual urbanization of the highway facility would primarily be the result of modified drainage structures and associated roadside elements such as replaced guardrail and minor concrete. The reduction in roadside trees and vegetation would also result in a somewhat more engineered appearance of the highway facility.</p> <p>During and following construction, the most noticeable aspect of the project would likely be the potential disturbed soil areas, and a reduction in trees and native vegetation associated with construction access. Although some of these actions may be considered temporary, any associated tree and vegetation removal and/or severe pruning may be noticed after construction, resulting in a loss of visual quality. To minimize this</p>

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	<p>potential visual impact, the measures listed below will be implemented.</p> <p>Minimization measures include:</p> <ul style="list-style-type: none"> <li>• vegetation preservation</li> <li>• revegetation of all disturbed areas with site specific species</li> <li>• replacement planting of native trees that does not interfere with coastal views</li> <li>• aesthetic treatments to drainage elements, rock slope protection, and metal guardrails</li> <li>• staging and storage locations should avoid blocking views and coastal access</li> <li>• following construction, re-grade and re-contour to match the surrounding pre-project topography.</li> </ul> <p>With the incorporation of these measures, the project would be consistent with the policies protecting visual resources.</p>
<p><b>Archaeological and Paleontological Resources</b></p> <p><b>Coastal Act Section 30244.</b> <i>Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</i></p> <p><b>County of Santa Barbara Policy 10-1:</b> <i>All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored to avoid development on significant historic, prehistoric, archaeological, and other classes of cultural sites.</i></p> <p><b>County of Santa Barbara Policy 10-2:</b> <i>When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</i></p> <p><b>County of Santa Barbara Policy 10-3:</b> <i>When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</i></p> <p><b>County of Santa Barbara Policy 10-5:</b> <i>Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</i></p>	<p>Caltrans completed consultation with the SHPO and appropriate Native American tribes and determined that of the four archaeological sites identified within the APE, two of these are eligible for listing in the National Register of Historic Places (NRHP) and are considered historical resources for CEQA purposes. The two prehistoric archaeological sites are not in an area of direct impact and can be avoided and protected by using exclusionary fencing. Thus, the project has a “no adverse effect with standard conditions” finding for the two prehistoric historic properties. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.</p>

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<p><b>Gaviota Coast Plan Policy CS-1:</b> <i>Cultural Resources Preservation &amp; Protection. Preserve and protect significant cultural, archaeological and historical resources to the maximum extent feasible.</i></p> <p><b>Gaviota Coast Plan Policy CS-2:</b> <i>Properties of Concern. Significant cultural resources including historic structures, Rural Historic Landscapes, archaeological sites, Traditional Cultural Properties, and Tribal Cultural Resources shall be protected and preserved to the maximum extent feasible.</i></p>	<p>Paleontological resources are not expected to be adversely affected by the proposed project and no avoidance, minimization, or mitigation measures are required.</p> <p>With the proposed avoidance measures for historic resources, the project is consistent with Coastal Act Policies.</p>
<p><b>Coastal Hazards/Shoreline Development</b></p> <p><b>Coastal Act Section 30253 (in part)</b> <i>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.</i></p> <p><b>Coastal Act Section 30235.</b> <i>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.</i></p> <p><b>Coastal Act Section 30236.</b> <i>Channelization, 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.</i></p> <p><b>Coastal Act Section 30270.</b> <i>The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.</i></p> <p><b>Coastal Act Section 30001.5.</b> <i>The basic goals of the state for the coastal zone are to [...] Anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone.</i></p> <p><i>(Added by Stats. 2021, Ch. 236, Sec. 2. (SB 1) Effective January 1, 2022.)</i></p> <p><b>County of Santa Barbara Policy 3-2:</b> <i>Revetments, groins, cliff retaining walls, pipelines and outfalls, and other such construction that may alter natural shoreline processes shall be permitted when designed to</i></p>	<p>The proposed project rehabilitates existing drainage systems at discrete locations on U.S. Route 101. Some of these locations deliver surface water drainage to locations near the Pacific Ocean and recreational beach areas. Because all sites are existing, hydrology is not expected to change, and no additional erosion is expected as a result of the project. Erosion control at the project sites will include a combination of stormwater best management practices, slope grading, revegetation, and rock slope protection to prevent erosion and sedimentation downstream.</p> <p>A sea level rise analysis was completed for the proposed project. The maximum sea level rise for the life of the project is 6.3 feet, below the elevation of the drainage systems in the project. Other climate change factors, such as cliff retreat, precipitation, temperature, and wildfire risk were analyzed and determined not to be a threat to the project or be worsened by the project over the next 50 years.</p> <p>Because the project will not contribute to worsening coastal or climate related hazards,</p>

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<p><i>eliminate or mitigate adverse impacts on local shoreline sand supply and so as not to block lateral beach access.</i></p> <p><b>County of Santa Barbara Policy 3-5:</b> <i>Within the required bluff top setback, drought-tolerant vegetation shall be maintained. Grading, as may be required to establish proper drainage or to install landscaping, and minor improvements, i.e., patios and fences that do not impact bluff stability, may be permitted. Surface water shall be directed away from the top of the bluff or be handled in a manner satisfactory to prevent damage to the bluff by surface and percolating water.</i></p> <p><b>County of Santa Barbara Policy 3-6:</b> <i>Development and activity of any kind beyond the required bluff-top setback shall be constructed to insure that all surface and subsurface drainage shall not contribute to the erosion of the bluff face or the stability of the bluff itself.</i></p> <p><b>County of Santa Barbara Policy 3-7:</b> <i>No development shall be permitted on the bluff face, except for engineered staircases or accessways to provide beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face.</i></p> <p><b>Gaviota Coast Plan Policy TEI-1: U.S. Highway 101 Improvements.</b> <i>(COASTAL) Ensure that improvements to U.S. Highway 101 shall not, either individually or cumulatively, significantly detract from the rural scenic characteristics of the highway and shall be limited to improvements necessary for the continued use of the highways: slope stabilization, grading, drainage control, and minor safety improvements such as guardrail placement, signing, etc.; expansion of shoulder paving to accommodate bicycle or pedestrian traffic; and creation of slow traffic, vista turn-outs, and coastal access points, as a safety and convenience improvement. These improvements shall limit site alterations to the minimum amount necessary to carry out the project and minimize environmental impacts.</i></p> <p><b>Gaviota Coastal Plan Policy TEI-9: Sea Level Rise Transportation Impacts.</b> <i>Consult with Caltrans and Union Pacific Railroad, or its successor agency, to protect access to the coast and to minimize impacts of sea level rise on the rail corridor, U.S. Highway 101 and County roads. Identify areas that may be susceptible to bluff erosion or are at risk of periodic inundation from storm surge and sea level rise via a vulnerability analysis. A combination of structural and non-structural measures should be considered with a preference towards non-structural solutions, including relocating the rail corridor, U.S. Highway 101, or County roads unless the structural solutions are less environmentally damaging.</i></p>	<p>the project is consistent with the coastal hazards policies of the Coastal Act.</p>



## **List of Technical Studies Bound Separately (Volume 2)**

- Air Quality, Greenhouse Gas, and Noise Quality Technical Memo, South Coast 101 Drainage
- Water Quality Report
- Natural Environment Study
- Historic Property Survey Report, Wiggins (2023)
- 0-Phase Initial Site Assessment, EA 05-J910, South Coast 101 Drainage (Hazardous Waste)
- Preliminary Geotechnical Design Report for South Coast 101 Drainage – Trenchless Culverts
- Visual Impact Assessment of the Proposed Drainage Improvements on Route 101
- Paleontological Identification Report, EA 05-1J910
- Climate Change Report

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Lucas Marsalek  
District 5 Environmental Division  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401

You can also send your request via email to: [lucas.marsalek@dot.ca.gov](mailto:lucas.marsalek@dot.ca.gov), or call: 805-458-5408

Please provide the following information in your request:

South Coast 101 Drainage  
U.S. Route 101 in Santa Barbara County, post miles R0.00 to 52.01  
05-SB-101-R0.00/52.01  
EA 05-1J910/Project ID 05-1800-0086