Rock Slope Protection Project

UNINCORPORATED VENTURA COUNTY, CALIFORNIA
DISTRICT 07 –VEN– 001 (PM 1.5/1.6)
EA: 07-37580, Project ID: 0721000082

Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment



Prepared by the
State of California, Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

June 2026

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Environmental Assessment, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Ventura County. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at:

  Caltrans District 7 Office Main Lobby

  100 S Main St. Los Angeles, CA 90012

  8AM-4PM

  Ventura County Fire Department – Station 56

  11855 Pacific Coast Highway, Malibu, CA 90265

  Operating 24 hours

  This document may be downloaded at the following website: ceqanet.lci.ca.gov.
- We'd like to hear what you think. If you have any comments about the proposed project, please send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to:

  Susan Tse Koo

  100 South Main Street, MS16A

  Los Angeles, CA 90012
- Send comments via email to: Susan.Tse@dot.ca.gov.
- Be sure to send comments by the deadline: December 31, 2026.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, 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 obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:

GUIDANCE: Update the following to reflect what alternative formats will be made available and update contact information as needed. 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 call or write to Caltrans, Attn: Susan Tse Koo susan.tse@dot.ca.gov or Katy Macek (213) 276-3390, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

State Clearinghouse#

District 07-VEN-001-1.5/1.6
37580/0721000082

Construct rock slope protection on State Route 1 at post-mile 1.55 in unincorporated Ventura County

Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Submitted Pursuant to: (Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agencies: California Transportation Commission

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Deputy District Director
California Department of Transportation
CEQA/NEPA Lead Agency

06/26/2026
Date

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PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resource Code

Project Description

The California Department of Transportation proposes the Rock Slope Protection Project on State Route 1 at post-mile 1.55 to restore and stabilize the damaged coastal bluff in Ventura County. The project proposes to repair the slope with rock slope protection (RSP) backing material, replace the RSP fabric with filter fabric, perform cold-plane and overlay on the southbound shoulder, modify existing drainages, and install overside drains.

Determination

The proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a MND for this project. This does not mean that the Caltrans' decision regarding the project is final. The MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no impact on aesthetics, agriculture and forestry resources, cultural resources, geology and soils, land use and planning, mineral resources, population and housing, recreation, and tribal cultural resources.

The proposed project would have less than significant impact on air quality, biological resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, utilities and service systems, and wildfire.

The proposed project would have less than significant impact with mitigation incorporated on mandatory findings of significance.

_____ _____

Kelly Ewing-Toledo
Deputy District Director
Caltrans District 7

Date

Table of Contents

General Information about This Document i
List of Tables viii
List of Figures viii
Chapter 1 Proposed Project 1
1.1 Introduction 1
1.2 Purpose and Need 2
1.2.1 Purpose 2
1.2.2 Need 2
1.2.3 Independent Utility and Logical Termini 2
1.3 Project Description 2
1.4 Project Alternatives 3
1.4.1 No-Build (No-Action) Alternative 3
1.4.2 Build Alternative – Rock Slope Protection 3
1.5 Alternatives Considered But Eliminated from Further Discussion 9
1.5.1 Rock Slope Protection with Design Variations 9
1.5.2 Secant-Pile Wall 9
1.5.3 Pacific Coast Highway Realignment and Rock Slope Protection 10
1.5.4 Slope Revegetation 10
1.6 Permits and Approvals Needed 11
Chapter 2 Project Impacts 12
2.1 Resource Topics Dismissed From Analysis 12
2.2 Resource Topics Warranting Further Analysis 25
2.2.1 Coastal Zone 25
2.2.2 Geology/Soils/Seismic/Topography 48
2.2.3 Hazardous Waste 51
2.2.4 Wetlands and/or Other Waters 55
Chapter 3 CEQA Evaluation 62
3.1 Determining Significance under CEQA 62
3.2 Climate Change 62
3.2.1 Regulatory Setting 63
3.2.2 Environmental Setting 63

3.2.3 Project Analysis 67
3.2.4 Greenhouse Gas Reduction Strategies 71
3.2.5 Adaptation 71
3.2.6 References 79
3.3 Senate Bill 743/Induced Demand Analysis 81
3.3.1 Regulatory Setting 81
3.4 Wildfire 81
3.4.1 Regulatory Setting 81
3.4.2 Affected Environment 81
3.4.3 Environmental Consequences 83
3.4.4 Avoidance, Minimization, and/or Mitigation Measures 83
3.5 Cumulative Impacts 84
3.5.1 Regulatory Setting 84
3.5.2 Resources Considered for Cumulative Impact Analysis 84
3.5.3 Resource-by-Resource Cumulative Impact Analysis 87
3.6 CEQA Environmental Checklist 95
3.6.1 Aesthetics 96
3.6.2 Agriculture and Forestry Resources 96
3.6.3 Air Quality 97
3.6.4 Biological Resources 99
3.6.5 Cultural Resources 100
3.6.6 Energy 101
3.6.7 Geology and Soils 102
3.6.8 GHG Emissions 103
3.6.9 Hazards and Hazardous Materials 105
3.6.10 Hydrology and Water Quality 106
3.6.11 Land Use and Planning 108
3.6.12 Mineral Resources 108
3.6.13 Noise 109
3.6.14 Population and Housing 110
3.6.15 Public Services 110
3.6.16 Recreation 111
3.6.17 Transportation 112

3.6.18 Tribal Cultural Resources 113
3.6.19 Utilities and Service Systems 113
3.6.20 Wildfire 115
3.6.21 Mandatory Findings of Significance 116
Chapter 4 Comments and Coordination 118
Chapter 5 List of Preparers 130
Chapter 6 Distribution List 131
Appendix A Title VI/Non-Discrimination Policy Statement 136
Appendix B Avoidance, Minimization, and/or Mitigation Summary 137
Appendix C List of Technical Studies 150
Appendix D U.S. Fish and Wildlife Species List 151

List of Tables

Table 1-1: Permits and Approvals 11
Table 2-1: Resource Topics Dismissed from Analysis 12
Table 2-2. Coastal Consistency Analysis 28
Table 2-3. Jurisdictional Impacts to Waters of the US/State 60
Table 3-1. Regional and Local Greenhouse Gas Reduction Plans 67
Table 3-2. Construction-Related CO_2e Emissions by Alternative 69
Table 3-3. Total Water Level Based on California Coastal Commission and Ocean Protection Council Sea Level Rise Projections 74
Table 3-4. Resources Warranting Detailed Cumulative Analysis 85
Table 3-5. Past, Present, and Probable Future Projects within a 5-Mile Radius of the Proposed Project 87

List of Figures

Figure 1. Project Vicinity Map 4
Figure 2. Aerial Overlay of Project Location 5
Figure 3. Cross Section of Proposed Project 6
Figure 4. Project Location Field Site View 7
Figure 5. Project Lsocation Aerial View 8
Figure 6. Proposed Project and Coastal Jurisdiction 26
Figure 7. Sea Level Rise Projections for Year 2050, 2070, and 2095 50
Figure 8. Temporary and Permanent Project Impact Areas relative to Jurisdictional Areas 57
Figure 9. Jurisdictional Waters and Project Footprint 58
Figure 10. Sea Level Rise of 5-Meter Scenario 73
Figure 11. FEMA Flood Map 77
Figure 12. Future Level of Wildfire Concern for Caltrans State Highway System, District 7 Technical Report 78
Figure 13. Proposed Project in a Very High Fire Hazard Severity Zone 82
Figure 14. Notice of Initiation of Studies for Public Agencies and Organizations 121
Figure 15. Notice of Initiation of Studies for Elected Officials 124
Figure 16. Notice of Initiation of Studies Public Postcard 127
Figure 17. Ventura County Coastal Consolidation Concurrence 128

Chapter 1 Proposed Project

1.1 INTRODUCTION

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded or otherwise approved by FHWA. These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

Caltrans, as assigned by the FHWA, is the lead agency under NEPA. Caltrans is the lead agency under CEQA.

Existing Facilities
The State Route 1 (SR-1) is a major north-south highway along the California coast that provides coastal scenic views to drivers travelling up and down the state. The SR-1 connects coastal communities and towns and is a major thoroughfare to the Greater Los Angeles Area.

Caltrans proposes to reconstruct a 200-foot long revetment with rock slope protection from Route 1, at post-mile (PM) 1.55. The proposed project is a follow-up permanent restoration project to District Director's Order project under Expenditure Authorization (EA) number 1XQ70 constructed during year 2020. The Director's Order project was initiated as a result of a District Geological study which indicated that the rock slope protection (RSP) and existing seawall had been eroded, and severe erosion had also undermined the dirt shoulder of the road. Due to impacts from coastal tides, a Director's Order was initiated to protect the slope from further erosion. As part of the temporary emergency repairs, a sakrete wall and drain inlet were installed to stabilize the area and prevent additional erosion until a permanent solution could be implemented. The proposed project was initiated to restore the revetment slope and provide a long-term permanent solution.

The total length of proposed project is approximately 0.1 mile and includes performing cold-plane and overlay on the southbound shoulder, modifying existing drainages, and installing overside drains. Figure 1 and Figure 2 are project vicinity and location maps. Figure 4 and Figure 5 provides an aerial view and a closer look at the project location.

The project is included in the 2025 Federal Statewide Transportation Improvement Program and is proposed for funding from the State Highway Operation and Protection Program.

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of this project is to restore and stabilize the damaged coastal bluff by reconstructing and placing RSP to protect the roadway from continued erosion.

1.2.2 Need

Coastal erosion, driven by sea level rise, wave action, and coastal flooding, has damaged the existing RSP within the project limits. Storm surge during high tide combined with strong wave forces has accelerated the deterioration of the ocean-side slope protection. Without repair and stabilization measures, continued erosion and projected sea level rise could compromise the roadway embankment and underlying structural sections.

1.2.3 Independent Utility and Logical Termini

Logical termini for project development are defined as (1) rational endpoints for a transportation improvement, and (2) rational end points for a review of environmental impact. The environmental impact end points frequently cover a broader geographic area than the strict limits of a proposed transportation improvement. Independent utility means that the project improvements have independent significance, or that the improvements are usable at a reasonable expenditure even if no additional transportation improvements are made in the area.

The proposed project termini is logical because the project limits (PM 1.5 to 1.6) have been identified as where the RSP is deficient due to coastal erosion. The proposed project has independent utility because it does not rely on other projects to address the identified need. Improvements made to this project are anticipated to reconstruct the RSP and address the erosion that occurs at this specific location.

1.3 PROJECT DESCRIPTION

The proposed project is located on SR-1 between Yerba Buena Road and Deer Creek Road, from PM 1.5 to PM 1.6, in Ventura County (Figure 1). The total length of the project is 0.1 mile. The project is adjacent to the highway within unincorporated Ventura County. The purpose of this project is to restore functionality to the eroded RSP.

1.4 PROJECT ALTERNATIVES

1.4.1 No-Build (No-Action) Alternative

The No-Build Alternative will make no additional improvements to the existing facility. The current RSP will remain at its current state. All the deficiencies that currently exist at the RSP will remain and continue to erode over time through coastal wave action and sea level rise. This alternative will not address safety concerns regarding the severe erosion of RSP.

1.4.2 Build Alternative – Rock Slope Protection

The following scope of work is proposed for the Build Alternative (Figure 2 and Figure 3):

- Repair the slope with RSP backing material,
- Reconstruct RSP fabric with filter fabric,
- Cold-plane and overlay 8 inches of Hot Mix Asphalt (HMA) on the southbound shoulder,
- Modify existing drainages, and
- Install overside drains.

The proposed project will remove debris from the failed seawall, including concrete fragments located at the toe of the slope prior to starting all other work. The proposed project will not remove or alter the existing sakrete wall that was constructed under the Director's Order project in 2020. The sakrete wall will be left in place and existing RSP will be removed to allow reconstruction of the eroded slope. Filter fabric will be placed to reduce future erosion, followed by placement of new RSP. The drainage system will also be extended at the outlet to maintain functionality. All work will be conducted from the top of the slope (from the roadway). It is anticipated that an excavator will be used to trench and install RSP onto the slope. A temporary cofferdam will be used to dewater the area prior to construction. No vehicle access/grading path will be required for construction; however, it is anticipated that workers will need to reach the bottom of the slope to install the cofferdam. The proposed project will temporarily relocate the existing electrical power line and protect in place the existing power pole. Temporary construction easements will be required for project construction, and a permanent easement will be required for long term maintenance of the site.

Figure 1. Project Vicinity Map



Figure 2. Aerial Overlay of Project Location



Figure 3. Cross Section of Proposed Project

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

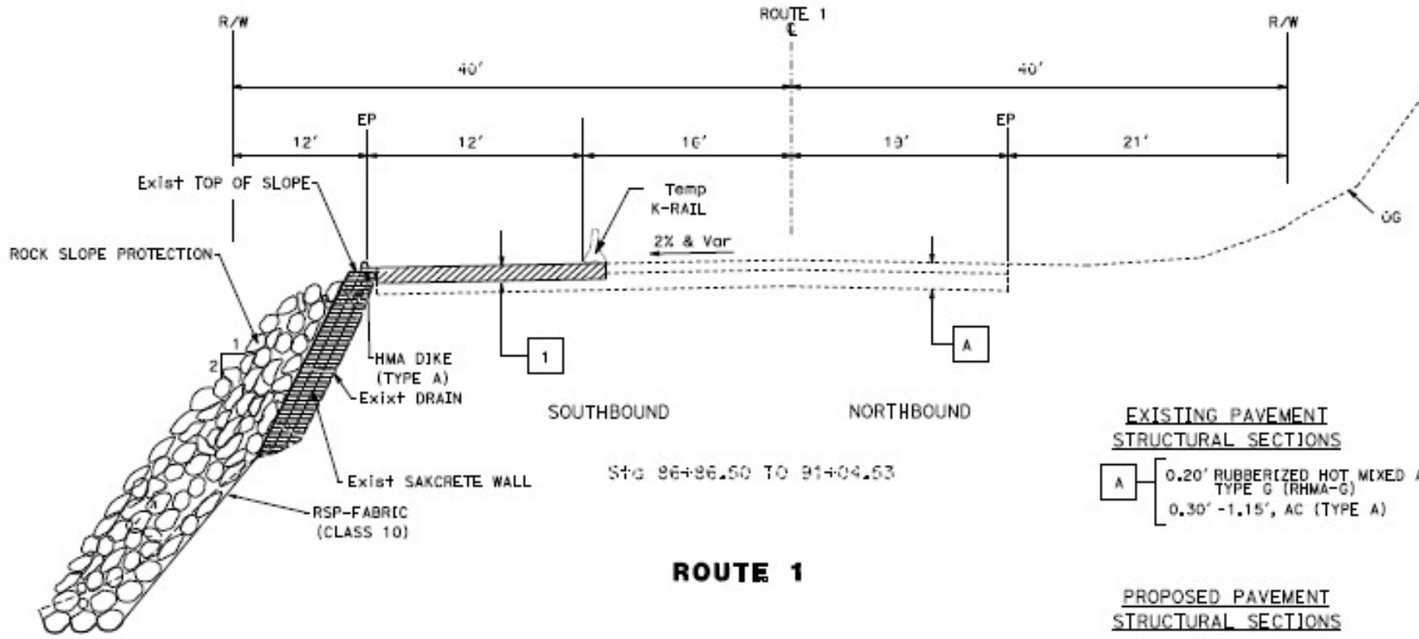
Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07	VEN	1	1.5/1.6		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



ROUTE 1

EXISTING PAVEMENT STRUCTURAL SECTIONS

A
- 0.20' RUBBERIZED HOT MIXED ASPHALT TYPE G (RHMA-G)
- 0.30' -1.15', AC (TYPE A)

PROPOSED PAVEMENT STRUCTURAL SECTIONS

1
- 0.67' COLD PLANE ASPHALT CONCRETE (AC) PAVEMENT
- -----TACK COAT
- 0.67' HOT MIXED ASPHALT

TYPICAL CROSS SECTIONS

NO SCALE **X-1**

REVISED BY	DATE REVISED
XXXXXXXX	XXXXXXXX

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR: MUNSHI MOHSIN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

Figure 4. Project Location Field Site View



Figure 5. Project Location Aerial View



1.5 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

This section includes all alternatives that were considered during the project development process but were eliminated from further consideration and gives the reason for rejection.

1.5.1 Rock Slope Protection with Design Variations

1.5.1.1 Rock Slope Protection without existing Sakrete Wall

This design option would construct the RSP without the sakrete wall that was installed under emergency conditions in 2020. This design option would remove the existing sakrete wall and directly install RSP on top of the slope without a sakrete wall. However, this design option was eliminated because removing the sakrete wall would destabilize the slope and could trigger a renewed failure of the roadway shoulder. The removal would require deep temporary shoring, such as sheet piles, which would involve complex installation and could potentially cause more environmental disturbance. By leaving the sakrete wall in place, less soil is disturbed and the wall continues to provide benefits as it supports the existing culvert and provides secondary protection until the RSP is installed. Therefore, removing the sakrete wall as a design option for RSP was eliminated from further discussion.

1.5.1.2 Rock Slope Protection with Retaining Wall

This design option would remove the current existing sakrete wall and replace the wall with a retaining wall. The sakrete wall was adequate for its intended purpose as a temporary measure to stabilize the slope until a permanent repair, capable of addressing the underlying cause of the failure, could be implemented. Removing the sakrete wall and replacing it with a retaining wall would incur more costs as the project footprint would be increased, while the sakrete wall would serve the same purpose as a newly installed retaining wall. This would also cause delays in the schedule which could jeopardize funding for the project. Over the life of the project, the retaining wall would serve the same purpose as the sakrete wall, and the net benefits of the retaining wall is minimal compared to leaving the existing sakrete wall in place. The RSP would be the main solution in adapting to sea level rise in both scenarios, regardless of the type of wall that would be used at the bluff. Therefore, this design option has been eliminated from further consideration.

1.5.2 Secant-Pile Wall

This alternative involves the same scope of work as the Build Alternative with the exception of constructing a secant-pile wall in lieu of RSP to replace the damaged rock slope revetment. However, based on the Coastal Hazards Analysis conducted in October 2025, it was found that the secant pile wall would be less adaptive to sea level rise compared to the Build Alternative.

Total water levels (TWL), as defined U.S. Geological Survey, is the combination of tides, surge, and wave runup. A forecast of TWL is an estimate of the elevation where the ocean will meet the coast and can provide guidance on potential coastal erosion and flooding hazards. [1] The results of the Coastal Hazard Analysis indicated that TWL on the face of the Secant Pile Wall alternative are significantly higher than on the slopes of the RSP alternative. TWL measured during the 100-year storm at present sea level reaches over 21.2 feet (ft) [2] for the Secant Pile alternative, as compared to only 14.8 ft for the RSP alternative [3]. The upward trend for the Secant Pile Wall alternative continues for measurements at 2050 and 2070 sea levels (22 ft and 23.8 ft versus 15.6 ft and 17.4 ft for the RSP). Generally, incident wave reflection from the face of the secant pile wall increases TWL by about 30 percent in comparison to the use of RSP in the Build Alternative. Therefore, this alternative has been eliminated from further discussion due to its inability to adapt to risks associated with sea level rise.

1.5.3 Pacific Coast Highway Realignment and Rock Slope Protection

This alternative was similar to the Build Alternative except that it proposed to widen the northbound lane of SR-1. This alternative was deemed infeasible because it entailed acquiring additional right-of-way, evaluating additional environmental impacts, cutting into the inland bluff/mountains, and redesigning major geometrics of the highway for several miles. Due to the substantial cost and delay incurred by the additional studies, it is inconsistent with the requirements of leveraging emergency repair funding. Therefore, this alternative has been removed from further discussion.

1.5.4 Slope Revegetation

This alternative would require removal of the sakrete wall and remaining rock slope revetment to restore the slope through vegetation. However, the slope is steep and is highly exposed to wave action. Vegetation would not survive long enough to provide stability, and re-grading alone would not protect the embankment from ongoing coastal erosion. Therefore, this alternative has been eliminated from further discussion.

[1] Link for more information on TWL

[2] The Coastal Hazards Analysis utilized the North American Vertical Datum of 1988 (NAVD 88) as the tidal bench mark for the purposes of the analysis.

[3] Measurements for section is based on California Coastal Commission Sea Level Rise Projections (2018).

1.6 PERMITS AND APPROVALS NEEDED

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

Table 1-1: Permits and Approvals

Agency	Permit/License/ Agreement/Certification	Status
California Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification	Application for Section 401 permit expected after FED approval during final design phase
United States Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	Application for Section 404 permit expected after FED approval during final design phase
California Coastal Commission (CCC)	Coastal Development Permit (Consolidated Permit)	Coastal Hazards Analysis Report for project approved on October 8, 2025. Ventura County request for Consolidated Permit approved on December 24, 2025. Application for Coastal Development Permit anticipated to be submitted after FED approval.

Chapter 2 Project Impacts

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS

Consideration and analysis were given to the resources listed in Table 2-1: Resource Topics Dismissed from Analysis below. These resources either do not occur in the project area or would experience negligible or no impacts as a result of the project. Therefore, they are not discussed further in this document.

Table 2-1: Resource Topics Dismissed from Analysis

Resource	Rationale for Dismissal
Wild and Scenic Rivers	There will be no impact on wild and scenic river resources because there are no wild or scenic rivers within the project area.
Farmlands/Timberlands	There will be no impact on farmland and timberland resources because the project is not located within or adjacent to farmlands and/or timberlands.
Parks and Recreational Facilities	There are two public recreational facilities within the 0.5 mile vicinity of the project site—Bass Rock Beach and County Line Beach. During construction, there will be no construction detours and both northbound and southbound lanes will remain open. Therefore, no impacts to parks and/or recreational facilities are anticipated as a result of the proposed project.
Land Use/Consistency with Plans	There will be no impact to land use because existing parcels will not be modified. Land use designations will not be changed as a result of the project. The project is consistent with land use plans as it is replacing existing rock slope protection (RSP) and will restore safety to the location.
Growth	There will be no growth-related impacts because the project proposes to repair an existing road with RSP. The project does not change accessibility and is not likely to influence growth.
Community Character and Cohesion	There are no impacts to community character and cohesion as the project is a restoration and replace-in-kind project by the coast that will not separate or divide communities.

Resource	Rationale for Dismissal
Relocations and Real Property Acquisition	The proposed project will require a permanent and temporary construction easement from the federal government. It is anticipated that a permanent easement (highway easement) will be required to place and maintain the RSP on the slope and the temporary construction easement is required for access during construction. However, there will be no real property acquisitions from businesses and residential property owners and therefore, the proposed project does not relocate and/or displace residential or non-residential land.

Public Utilities/Emergency Services	Utility systems such as water, gas, sewage, and telecommunication, will not be impacted by the proposed project. The power poles within the project footprint will be protected in place while construction is ongoing. It is not anticipated that any residents or businesses will be affected by temporary re-routing of the power lines. Southern California Edison (SCE), the owner of the powerlines, will temporarily shift the power lines onto temporary poles so that the existing line can be taken offline. The power is carried through the temporary alignment, and allows for continuous service to residents and businesses without any interruptions. The project team will coordinate with SCE to avoid and minimize all temporary impacts due to construction, as much as feasible. Detailed relocation requirements will be developed in the final design phase when the scope of relocation is defined. The following measures to minimize disruption to utility services will be implemented**:** **U-1:** Caltrans would coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process would include an evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection measures would be incorporated into the final plans and specifications. **U-2**: Coordination with the California Public Utilities Commission (CPUC) would be conducted during final design and throughout construction of the Project. During construction, the southbound lane will be closed temporarily to repair the slope revetment. However, it is anticipated that at least one travel lane in both directions will be active during construction. Therefore, there will be minimal impacts to emergency services during construction, and all services will resume as usual once construction ends. The following measure will still be implemented for the project to minimize impacts to emergency services, as much as feasible: **T-1**: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative

Resource	Rationale for Dismissal
	construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.
Traffic and Transportation/Pedestrian and Bicycle Facilities	There are no permanent transportation impacts, as the project will not change vehicle traffic operationally. There are no pedestrian and/or bicycle facilities that will be impacted by the proposed project. During construction, one lane will be closed temporarily to repair the slope revetment. However, one lane in each direction will remain operational for traffic circulation. The following measure will be implemented to ensure that impacts will be minimized as much as feasible to the traveling public: **T-1**: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.
Visual/Aesthetics	The proposed project area is eligible for State Scenic Highway designation. However, according to the Visual Impact Questionnaire (March 2024) prepared by Caltrans Landscape Architect, the proposed project will not affect the surrounding aesthetics and/or visual resources, and project design will blend in with existing environment.

Resource	Rationale for Dismissal
Cultural Resources	A Historic Property Survey Report was completed in July 2025 for the proposed project. It was determined that there are no recorded cultural resources within the footprint of the proposed project. Therefore, a Finding of "No Historic Properties Affected" was made for the proposed project. However, standard measures for encountering cultural materials and human remains will still be incorporated in the project specifications to ensure cultural remains are appropriately handled during construction. The following standardized measures are still applicable to the project: **CUL-1**: 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 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. This work is change order work. **CUL-2**: If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact enter the project contact, e.g., District Environmental Branch so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Resource	Rationale for Dismissal
Hydrology and Floodplain	The project footprint is located within Zone VE of the Federal Emergency Management Act's National Flood Hazard Layer map (Figure 11), which is considered a Special Flood Hazard Area (SFHA). This means that the project footprint is within the 100-year floodplain and indicates a high risk of structural damage due to wave action and/or high-velocity water during one percent annual chance flood. It is not anticipated that the project will increase the base floodplain elevation nor have a significant encroachment on a regulatory floodway. Therefore, there are no avoidance and minimization measures required.
Water Quality and Stormwater Runoff	The proposed project is within the Miscellaneous Ventura County Coastal Watershed Management Area. The total disturbed soil area of the project is 0.5 acres. The proposed project will be designed in accordance with Caltrans' Statewide NPDES Storm Water Permit and related stormwater requirements. There is no new impervious surface for the project, as the project will replace impervious area, in-kind. In addition to the avoidance and minimization measures outlined in 2.2.4 Wetlands and/or Other Waters for minimizing potential impacts to water quality, the following standard measures for water pollution control will minimize water quality and stormwater runoff impacts for the proposed project, as much as feasible: **WQ-1**: A Water Pollution Control Program (WPCP) that complies with Caltrans Standard Specifications will be prepared for the project. Temporary construction site Best Management Practices (BMPs) will be implemented in accordance with the WPCP. **WQ-2**: The proposed project will require discharge of dredge and fill materials in the waters of the United States. Therefore, a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board is required to ensure compliance with state water quality standards.

Resource	Rationale for Dismissal
Paleontology	The proposed project footprint is mapped as artificial fill, and it is unlikely that paleontological resources will be impacted for construction of the RSP. It will require significant depth beneath the work to potentially encounter paleontological resources. However, standard specifications for encountering paleontological remains will be incorporated in the project during construction to ensure unanticipated paleontological resources are properly handled at the construction site. The following standard specifications apply for the project to ensure impacts to paleontological remains are minimized, as much as feasible: **PAL-1**: If unanticipated paleontological resources are discovered at the job site, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer (RE)

Air Quality	The proposed project is exempt from air quality conformity under "Repair of damage caused by natural disasters..." pursuant to 40 Code of Federal Regulations (CFR) 93.126. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO_x, VOCs, PM_{10}, $PM_{2.5}$, and toxic air contaminants such as diesel exhaust particulate matter. Construction is also anticipated to increase traffic congestion in the area and would result in increases in emissions from traffic during delays. However, these emissions are temporary and are limited to the immediate area surrounding the construction site. All local, state, and regional air quality standard protocols will be implemented throughout construction and air quality impacts as a result of construction will be minimized, to the extent feasible. The following measures will be implemented as part of project construction to minimize air quality impacts, as much as feasible: **AQ-1:** Construction contractor must comply with Caltrans Standard Specifications in Section 14-9: this includes Section 14-9.02, which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances and non-standard special provision 14-9.05, which mandates compliance and assigns responsibility to contractors. **AQ-2**: Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. **AQ-3**: Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas. **AQ-4**: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions. **AQ-5**: Construction equipment and vehicles will be properly tuned and maintained. All construction

Resource	Rationale for Dismissal
	equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114. **AQ-6**: Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly. **AQ-7**: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible. **AQ-8**: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. **AQ-9**: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions. **AQ-10**: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. **AQ-11**: All transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.

Resource	Rationale for Dismissal
Noise	This project does not qualify as a Type I project as defined in 23 CFR 772 and is therefore not expected to increase traffic noise levels or cause a substantial noise increase. Noise impacts related to short-term construction activities will be minimized through the following standard measures: **N-1**: Construction contractor must comply with Section 14-8.02, Sound Control Requirements, of Caltrans Standard Specifications which states that overnight construction noise levels should not exceed sustained 86dBA at 50 feet from job site activities. Noise levels generated during construction shall comply with applicable local, state, and federal regulations. **N-2**: If pile driving or Cast-In-Drill-Hole piles is required for construction of a cofferdam, a Technical Construction Noise Report and a Noise Control Plan is required for the proposed project. A Nonstandard Special Provisions (nSSPs) may also be required for the proposed project to address sensitive residential land uses in the vicinity.

Energy	There will be minimal impacts on energy as the project is not a capacity increasing project. The following measures will be implemented to ensure impacts on energy are minimized as much as feasible: **AQ-1**: Construction contractor must comply with Caltrans Standard Specifications in Section 14-9: this includes Section 14-9.02, which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances and non-standard special provision 14-9.05, which mandates compliance and assigns responsibility to contractors. **GHG-1**: Schedule truck trips outside of peak morning and evening commute hours. **GHG-2:** Maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies for improved fuel efficiency from construction equipment. **GHG-3**: Maximize use of recycled materials and reduce construction waste. **GHG-4**: Where available, it is recommended that materials within a local radius of the project area and/or locally available building materials be utilized. **GHG-5**: Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards. **GHG-6**: Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials. **GHG-7**: Produce HMA using warm mix technology. **GHG-8**: Improve drainage systems to adapt to localized flooding risks. **GHG-9**: Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.

Resource	Rationale for Dismissal
Natural Communities	The project site overlaps with suitable habitat for black abalone and Essential Fish Habitat (EFH). Types of EFH include Groundfish and Coastal Pelagic EFH. Technical consultation with USFWS revealed that there are no substantial concerns with the proposed project. It is unlikely that the proposed project will impact suitable habitat for black abalone and EFH. Therefore, there is no effect. To minimize the impacts to all potential impacts to habitats and natural communities of special concern, the following measures will be implemented during construction: **BIO-1**: All applicable Stormwater and Construction Site Best Management Practices (BMPs) shall be implemented and maintained for the duration of construction to avoid impacts to water quality and/or jurisdictional waters. **BIO-2**: A biological monitor shall observe construction activities on an as-needed basis to ensure compliance with all avoidance and minimization efforts. The biological monitor shall document and photograph work activity as well as any impacts to the rocky intertidal zone during construction activities. **BIO-3**: Gravel bags and silt fences shall be used, where required, as a barrier between construction activities and the tidal area to ensure construction material does not enter the ocean.

Resource	Rationale for Dismissal
Plant Species	A total of four (4) special status plant species have potential habitat within the biological study area (BSA)—Blochman's dudleya, Santa Susana tarplant, Conejo buckwheat, and Orcutt's pincushion. However, these special status plant species do not occur in the project area. No special status plants were observed in the project vicinity during any of the field visits/surveys. Vegetation is limited to a narrow strip of ruderal and invasive plant species adjacent to the roadway. Although there may be general habitat in the BSA, it is unlikely that these species will occur within the project area due to the harsh roadside and marine environmental conditions, and constant human impact. **BIO-4**: A preconstruction survey will be required prior to the start of construction to confirm presence/absence of plant and animal species of special concern.

Animal Species	A total of two (2) special status animal species have potential habitat in the biological study area—Southern California legless lizard and Western spadefoot toad. However, these special status animal species do not occur in the project area. No special status animals observed in the project vicinity during any of the field visits/surveys for this project. Habitat quality for special status animal species is very low in the project footprint area. Vegetation is limited to patches of ruderal species along the disturbed shoulder, and the slope below is composed of small to medium sized boulders, which are dominated by green algae at the tideline. Very little sandy beach is present and is only exposed at the lowest tide. It is very unlikely that the project impact area is used by nesting birds due to constant tidal activity. Animal species found during the black abalone survey were limited to mussels, small crabs, stars, chitons, barnacles, lice, limpets, anemones, snails, cormorants, pelicans, gulls, and ravens. Dolphins and whales were observed hundreds of feet offshore of the project site. The study area is within a highly disturbed environment with little opportunity for regular, regional movement of wildlife between the study area and other natural areas. Per the California Essential Habitat Connectivity (CEHC) mapping developed by CDFW and Caltrans in 2010, there are no critical linkages within the project scope due to lack of suitable connectivity corridors such as culverts or animal trails. There will be no impacts to connectivity or migration. Since work may be conducted above MHW, implementation of BMPs is anticipated to result in minimal bio-acoustic impacts. Bio-acoustic impacts are possible from grading, compaction, placement of fill materials, and cold plane/overlay. To further minimize the impacts to special status animal species, the following measures, in addition to **BIO-1** & **BIO-2** will be implemented during construction: **BIO-4**: A preconstruction survey will be required prior to the start of construction to confirm presence/absence of plant and animal species of special concern.

Resource	Rationale for Dismissal
Threatened or Endangered Species	There are fourteen (14) threatened or endangered species listed in the CNDDB, IPaC, and CNPS that have habitat present within the BSA. However, only one species, the black abalone, have the potential to occur within the project area. Technical assistance was initiated with National Marine Fisheries Services (NMFS) on April 30, 2024, to determine project effects on the black abalone. On the same day, technical assistance was also requested from California Department of Fish and Wildlife (CDFW). On October 27, 2024, CDFW recommended a black abalone survey to be conducted for the project. A focused survey was completed for black abalone on January 8, 2025. Based on the results of the previous focused protocol surveys for the project area conducted on May 12, 2020, May 27, 2020, and the recent survey conducted for the project, it was determined that there is no suitable habitat for the black abalone. Therefore, there is a no effect determination for the proposed project. The following measures will be incorporated to ensure there will be no potential effects to threatened or endangered species: **BIO-5**: A pre-construction survey shall be conducted by experienced biologists to determine the presence or absence of black abalone in the project area.
Invasive Species	In compliance with Executive Order 13112 on Invasive Species and guidance from FHWA, invasive species within the project site observed within the project impact area include oxalis, fountain grass, California goldenbush, foxtail, ice plant, tree tobacco, black mustard, emory rockdaisy, datura, scarlet pimpernel, giant coreopsis, yellow sweet clover, bladderpod, coppery mesemb, amaranth. These species will be removed as a part of the project. To ensure that the project inhibits the spread of invasive species, the following measures apply to the proposed project: **BIO-6**: Caltrans Invasive Species Standard Specification 14-9.05 will be implemented for the proposed project. The measure includes stipulations for cleaning vehicle and equipment to avoid spread of invasive species.

Resource	Rationale for Dismissal
Section 4(f)	There are no historic sites, parks and recreational resources, wildlife or waterfowl refuges, which meet the definition of a Section 4(f) resource, within the project vicinity. Therefore, this project is not subject to the provisions of Section 4(f) of the Department of Transportation Act of 1966.

2.2 RESOURCE TOPICS WARRANTING FURTHER ANALYSIS

2.2.1 Coastal Zone

Regulatory Setting
This project has the potential to affect resources protected by the federal Coastal Zone Management Act of 1972. Under the Coastal Zone Management Act, coastal states are encouraged to develop coastal management programs.

California has developed a coastal zone management plan and has enacted its own law—the California Coastal Act of 1976. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act and 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 Programs. This project is subject to Ventura County'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.

Affected Environment
The proposed project is within the Ventura County Local Coastal Program (Figure 6). However, because the proposed project is also within tidelands, it is also within California Coastal Commission's jurisdiction. Caltrans will be applying for a Consolidated Permit with the Coastal Commission for the proposed project. Please see Chapter 4 – Comments and Coordination for further information.

Figure 6. Proposed Project and Coastal Jurisdiction



Based on review of the Ventura County Coastal Zoning Ordinance [4] and the Coastal Act policies, the proposed project footprint will not impact any significant coastal resources. Coastal wetlands and Environmentally Sensitive Habitat Areas (ESHA), as defined in the Ventura County Coastal Zoning Ordinance and the Coastal Act, are not within the proposed project footprint. The proposed project footprint area does not fall under any landforms or habitat types that constitute as wetlands and/or ESHA.

Environmental Consequences

No-Build Alternative

The No-Build Alternative will not improve the current conditions of the rock slope revetment, and the slope will continue to degrade and corrode due to coastal erosion.

Build Alternative

The proposed project is consistent with the policies of the Coastal Act and the Ventura County Coastal Zoning Ordinance. Table 2-2. Coastal Consistency Analysis outlines the policies of the Coastal Act and Ventura County Coastal Zoning Ordinance and provides a consistency analysis of the proposed project

[4] https://rmadocs.venturacounty.gov/planning/ordinances/coastal-zoning/ventura-county-coastal-zoning-ordinance.pdf

Table 2-2. Coastal Consistency Analysis

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Wetlands **Coastal Act Section 30230**. 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. **Coastal Act Section 30231.**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. **Coastal Act Section 30233 (in relevant part).** (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	The proposed footprint does not meet the parameters that define wetlands under the Coastal Act and Ventura County Coastal Zoning Ordinance. Therefore, there are no impacts on coastal wetlands.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
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 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. For purposes of this section, the upland limit of a wetland shall be defined as: (A) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; (B) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or (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. **Ventura County Coastal Zoning Ordinance Section 8172-1 – Application of Definitions.** Wetland - Land which may be covered periodically or permanently with shallow water. A wetland includes, but is not limited to, saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, vernal pools, and fens.	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Ventura County Coastal Zoning Ordinance Section 8178 – 2.5.1.22 – Allowable Uses in Wetlands and Open Coastal Waters. The diking, dredging, or filling of wetlands, open coastal waters, lakes, and estuaries may be permitted for the following uses: a. New or expanded port, energy, and coastal-dependent industrial facilities. b. Mineral extractions, including sand for beach restoration, except in ESHA. c. New or expanded boating facilities, and the placement of structural pilings for public recreational piers (this use excludes wetlands). d. Nature study, aquaculture, or similar resource-dependent activities. e. Habitat restoration or enhancement. f. 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. g. Maintenance of existing, or restoration of previously dredged depths, in existing navigational channels, turning basins, vessel berthing/mooring areas, and boat launching ramps. The uses listed above may only be permitted if otherwise consistent with the LCP and where there is no feasible, less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects.	
Agricultural Resources **Coastal Act Section 30241.**The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following: (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses. (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. (c) By permitting the	There are no prime or nonprime agricultural lands as defined by the Coastal Act or Ventura County Zoning Ordinance within the proposed project footprint. Therefore, there are no impacts to coastal agricultural resources.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands. (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality. (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands. **Coastal Act Section 30242.** All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (l) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands. **Coastal Act Section 30113**. "Prime agricultural land" means those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code. **Section 51201(c) of the California Government Code includes:**(1) a rating as class I or class II in the Natural Resource Conservation Service Land use capability classifications; (2) a rating 80 through 100 in the Storie Index Rating; or (3) the ability to support livestock used for the production of food and fiber with an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture; or (4) the ability to normally yield in a commercial bearing period on an annual basis not less than two hundred dollars ($200) per acre of unprocessed agricultural plant production of fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years. **Coastal Act Section 30243.** The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
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. **Ventura County Coastal Zoning Ordinance Section 8172-1 – Application of Definitions.** Prime Agricultural Land - Means any of the following: • All land which qualifies for rating as Class I or Class II in the Natural Resource Conservation Service land use capability classifications. • Land which qualifies for rating 80 through 100 in the Storie Index Rating. - Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture. • Land planted with fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars ($200) per acre. Nonprime Agricultural Land - Agricultural lands not defined as Prime that are suitable for agriculture. **Ventura County Coastal Zoning Ordinance Section 8173-2 – Coastal Agricultural Zone.** The purpose of this zone is to preserve and protect commercial agricultural lands as a limited and irreplaceable resource, to preserve and maintain agriculture as a major industry in the coastal zone of Ventura County, and to protect these areas from the encroachment of nonresidential uses that, by their nature would have detrimental effects on the agriculture industry. **Ventura County Coastal Zoning Ordinance Section 8178-5 – Agricultural Lands.** To maintain agricultural viability, the following standards must be met, or be capable of being met with appropriate conditions and limitations. These standards apply to all developments, including land divisions, either in or	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
adjacent to agricultural areas. The applicant shall have the burden of proving these standards can be met: a. The establishment or maintenance of the use or development will not significantly reduce, restrict or adversely affect agricultural resources or the economic viability of commercial agricultural operations on-site or in the area. b. All structures will be sited to minimize conflicts with agricultural operations. c. The minimum amount of agricultural land shall be removed from production.	
Public Access **Coastal Act Section 30210.** In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. **Coastal Act Section 30211.** Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. **Coastal Act Section 30212 (a).** Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. **Coastal Act Section 30213.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	The proposed project will improve and maintain public access by increasing roadway reliability, efficiency, and safety. The current roadway is susceptible to corrosion and wave run up action due to coastal erosion on the existing rock slope revetment. The proposed project will protect the highway and maintain public access to the coast and is therefore consistent with the coastal policies.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Coastal Act Section 30214 (a). The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter. (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. **Coastal Act Section 30220.** Protection of certain water- oriented activities Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses. **Coastal Act Section 30221.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. **Coastal Act Section 30223.** Upland areas Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. **Coastal Act Section 30224.** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge,	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land. **Coastal Act Section 30252.** The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing 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. **Ventura County Coastal Zoning Ordinance Section 8178-6 – Beach Access.** The granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless: a. Adequate public access is already available within a reasonable distance (one quarter mile) of the site measured along the shoreline, or b. Access at the site would result in unmitigable adverse impacts on areas designated as "sensitive habitats" or tidepools by the land use plan, or c. Findings are made, consistent with Section 30121 of the Coastal Act, that access is inconsistent with public safety or military security needs, or that agriculture would be adversely affected, or d. The parcel is too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner. This shall mean that the possibility does not exist to site the accessway five feet or more from the residential structure and that the structure cannot be redesigned to accommodate the accessway with the five-foot separation. The granting of lateral easements to allow for public access along the shoreline shall be mandatory unless findings are made, consistent with Section 30212 of	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
the Coastal Act, that access is inconsistent with public safety or military security needs, or that agriculture would be adversely affected. In coastal areas where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated for public use. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, "no trespassing" signs and other obstructions that may limit public lateral access shall be removed as a condition of development approval. For new development, including additions seaward of an existing residence, the improvements shall not extend seaward to an extent which does not provide the required ten-foot separation between the high tide lateral access and the improvements, unless there is a protective structure, e.g., a seawall, in which case the separation between the structure and the lateral access may be less than 10 feet.	
Visual Resources and Community Character **Coastal Act Section 30251.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural 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. **Ventura County Coastal Zoning Ordinance Section 8172-1 – Application of Definitions.**	The proposed project is on a scenic highway corridor. The project is a RSP project that will protect the highway from impacts due to coastal erosion. It will not block views to and along the ocean and scenic coastal areas and will be designed to be visually compatible with the existing surroundings.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Public Viewing Areas – Public areas that afford views of scenic resources. Such views may be fleeting or expansive as experienced from individual locations or along transportation corridors. Public viewing areas include, but are not limited to, beaches, coastal streams and waters used for recreational purposes, coastal trails and accessways, highways, public parklands, public roads, public sidewalks or trails, scenic overlooks, vistas and visa points. Scenic Highway - A route or byway that is officially designated as a scenic highway pursuant to State law which travels through an area comprised primarily of scenic and natural features. Scenic Highway Corridor – The visible area outside the right-of-way of an eligible or designated scenic highway comprised primarily of scenic and natural features. Scenic Resources – The landscape patterns and features which are visually or aesthetically pleasing and which are visible from a public viewing area, including but not limited to the beach or ocean, coastline, mountains, canyons, ridgelines, significant hillsides and open space, estuaries, wetlands and lagoons, other unique natural or manmade features such as the Channel Islands Harbor.	
Environmentally Sensitive Habitat Area (ESHA) **Coastal Act Section 30240 (a).** 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. **Coastal Act Section 30107.5.** "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.	Based on the Coastal Act and Ventura County Local Coastal Zoning Ordinance, there are no ESHAs within the proposed project footprint. Therefore, there are no impacts. However, measures related to biological resources and water quality will still apply for the proposed project. Please see all measures related to **BIO** and **WQ** in Appendix B – Avoidance, Minimization, and/or Mitigation Summary for further information.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Ventura County Coastal Zoning Ordinance Section 8178-2.4.1 – Definition of ESHA. ESHA is 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. Each of the following landforms and habitat types constitute ESHA. This list shall be used in conjunction with the detailed information on ESHA determinations in Appendix E1: a. Areas of Special Biological Significance as identified by the State Water Resource Control Board (i.e., Mugu Lagoon to Latigo Point Area of Special Biological Significance State Water Quality Protection Area). b. Coastal bluff habitats. c. Coastal dune habitats. d. Coastal sage scrub (CSS) and chaparral plant communities in the Santa Monica Mountains (See coastal sage scrub and chaparral in special status species habitats).* e. Critical life stages – Seasonal habitats supporting the following, critical life stages of a species: 1. Bat roosts or breeding colonies for special status species. 2. Denning or breeding sites for bears, mountain lions, bobcats, coyotes, and other special status species identified in subsection (j) below. 3. Occupied grunion spawning sites. 4. Monarch butterfly roost site habitat. 5. Occupied marine mammal rookery and haul-out areas. 6. Bird nesting, staging/stopover and roosting sites. f. Habitat Connectivity Corridors (see Section 8178-2.7.5 for corridor types/widths). g. Native grasslands and savannah habitats consisting of perennial native needlegrasses (purple needlegrass, foothills needlegrass, nodding needlegrass) and their associated native forb species. Site-specific	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
determinations are required to determine if non-native annual species characteristic of California annual grassland represent ESHA, and such determinations will depend on factors that include the size of native grass patches, number of patches, and their connectivity. h. Oak and other native tree savanna and woodland communities. i. Rock outcrop habitats. j. Special Status Species Habitats: 1. Habitat that supports rare/special status plant and animal species, including species listed as endangered, threatened, or rare under the Federal or State Endangered Species Acts. 2. Habitat that supports federal or state candidate species for listing. 3. Habitat that supports California Fully Protected Species. 4. U.S. Fish and Wildlife Service designated critical habitat that is occupied or has a history of being occupied and the habitat retains the functions of the primary constituent elements of its designation. 5. Habitat that supports plant communities ranked G1 or S1 (critically imperiled globally or within the state), G2 or S2 (imperiled), or G3 or S3 (vulnerable to extirpation or extinction) in the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB) or by NatureServe's Natural Heritage Program. 6. Habitat that supports plant species assigned a California Rare Plant Rank of 1 (plants presumed extinct in California, or rare, threatened, or endangered in California and elsewhere), 2 (plants that are rare, threatened, or endangered in California but more common elsewhere), or 4 (plants of limited distribution in California) by the California Native Plant Society.	

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
7. Habitat that supports species tracked by the California Natural Diversity Database that are classified as species of greatest conservation concern. 8. Habitat that supports California Species of Special Concern. 9. Habitat that supports species on the Ventura County Locally Important Species List. ESHA supporting special status species constitutes ESHA at the scale necessary for that species to be supported over its critical life stages or home range. Gaps or degraded areas within a contiguous stretch of ESHA may be included as part of the protected area for the special status species. k. Wet Environments: Wetlands,* estuaries, lagoons, lakes, rivers, streams, seeps, springs, and their associated riparian or alluvial scrub habitat, including unimproved reaches of Ventura County Water Bodies listed on the Clean Water Act 303(d) List.	
Water Quality **Coastal Act Section 30230.** 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. **Coastal Act Section 30231.**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	Construction of the proposed project will be within the coastal waters. Project features such as utilizing the cofferdam will reduce turbidity, sedimentation, and the potential for construction-related contaminants to enter the coastal waters. In addition, no construction equipment will enter the waters, and all construction work will be performed within the southbound shoulder of the highway. The following measures will be implemented to be consistent with coastal requirements related to water quality: • **WQ-1**: A Water Pollution Control Program (WPCP) that complies with

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
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. **Coastal Act Section 30232.** 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. **Ventura County Coastal Zoning Ordinance Section 8175-5.17.8.** Degradation of the water quality of groundwater basins or wet environments shall not result from development of the site. Pollutants such as chemicals, fuels, lubricants, raw sewage, or other harmful waste shall not be discharged into or alongside coastal streams, wetlands or other wet environments either during or after construction. **Ventura County Coastal Zoning Ordinance Section 8178-2.6.13 – Construction standards (d).** Alterations to a Wet Environment - Construction shall occur during a period of low flow, and construction time and/or equipment shall be kept to a minimum. Construction activities shall also utilize best management practices required by the County's Public Works Agency and the LCP to protect water quality, protect sensitive resources, or minimize the discharge of sediment into drainages. See subsection (f) for measures that limit the spread of aquatic invasive species. **Ventura County Coastal Zoning Ordinance Section 8178-2.6.3 – General siting and Building Design Standards (d).** Water Quality – Water quality shall be protected by minimizing the use of impervious surfaces and by utilizing bioswales or other best management practices that promote stormwater infiltration and limit stormwater runoff. Development shall be located away from wetlands, other wet environments natural drainage features, and their associated vegetation. The disturbance of such features shall be minimized when avoidance is infeasible.	Caltrans Standard Specifications will be prepared for the project. Temporary construction site Best Management Practices (BMPs) will be implemented in accordance to the WPCP. • **WQ-2**: The proposed project will require discharge of dredge and fill materials in the waters of the United States. Therefore, a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board is required to ensure compliance with state water quality standards. • **BIO-2**: A biological monitor shall observe construction activities on an as-needed basis to ensure compliance with all avoidance and minimization efforts. The biological monitor shall document and photograph work activity as well as any impacts to the rocky intertidal zone during construction activities. • **BIO-7**: The contractor shall follow Caltrans Standard Specification 14-

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
	10.01 for Solid Waste Disposal and Recycling requirements. • **BIO-8**: All efforts shall be made to ensure no discharge of construction materials or excess debris towards the ocean. Sediment control devices (e.g., siltation curtains, gravel bags, sandbags, hay bales, filter fabrics, and fiber rolls) shall be deployed as necessary to avoid discharge of sediments towards the ocean. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices. • **BIO-9**: Vehicle maintenance shall not be conducted in jurisdictional waters or streambed(s), herein defined as the channel through which a natural stream of water runs or used to run. Fueling and maintenance of vehicles shall only occur over paved or hard surfaces and designed to fully contain any spills. • **BIO-10**: Any heavy equipment used in the project area shall be staged on pavement/hard surface within the prism of the roadway at the end of each workday. The equipment must

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
	remain on-site for the duration of the project. All heavy equipment shall be checked for oil leaks, gas, hydraulic fluid, and any other pollutant that could impact water quality and instream habitat each workday prior to being deployed into the project area.
Coastal Hazards/Shoreline Development **Coastal Act Section 30253.** New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. **Coastal Act Section 30235.** Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible. **Coastal Act Section 30236.** Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.	A Sea Level Rise/Coastal Processes Analysis was completed for the proposed project on October 8, 2025, to plan and account for the effects of sea level rise in the coastal zone. The studies are a requirement of obtaining the coastal development permit as an effort to explore alternative development proposals to minimize coastal hazards, as much as feasible. The assessment analyzed three build alternatives for the proposed project. Based on the results, the RSP alternative would be most adaptive to sea level rise in the specific project location (Refer to Section 2.2.2 for more information). The RSP would minimize risks to life and property and withstand coastal erosion more than the other alternatives studied. As the proposed project was the most adaptive strategy to minimize risks of coastal hazards, Caltrans moved forward with the RSP as the build alternative and eliminated other alternatives from further analysis. Please see Section 1.5 Alternatives Considered But Eliminated from Further

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Coastal Act Section 30270. 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. **Coastal Act Section 30001.5**. 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. (Added by Stats. 2021, Ch. 236, Sec. 2. (SB 1) Effective January 1, 2022.) **Ventura County Coastal Zoning Ordinance Section 8175-5.12 – Shoreline Protection Devices.** The following standards shall apply to the construction or maintenance of shoreline protective devices such as seawalls, jetties, revetments, groins, or breakwaters: a. Proposed shoreline protective devices shall only be allowed when they are necessary to protect existing developments, coastal-dependent land uses, and public beaches. b. All shoreline protective structures that alter natural shoreline processes must be designed to eliminate or mitigate adverse impacts on local shoreline sand supply. c. Permitted shoreline structures shall not interfere with public rights of access to the shoreline. d. A building permit will be required for any construction and maintenance of protective shoreline structures, such as seawalls, jetties, revetments, groins, breakwaters and related arrangements. e. The County's Building and Safety Department will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to)	Discussion for further information. As the proposed project is used to protect existing structures (highway) and to maintain public access to coastal resources, the project is consistent with the policies for coastal hazards/shoreline development when designed to mitigate adverse impacts on local shoreline supply. The proposed build alternative would most appropriately minimize environmental and economic risks of sea level rise when designed with the appropriate measures. In addition to measures **GEO-1** to **GEO-3** which ensures that the shoreline protection devices are constructed properly to withstand coastal erosion and wave action, the following mitigation measure will be incorporated in the project to mitigate adverse impacts on local shoreline sand supply: • **C-1**: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
the project's effects on adjacent and downstream structures, net littoral drift, and downcoast beach profiles. If the potential environmental impacts of the proposed structure are considered significant by the Public Works Agency, the applicant will then be required to obtain an engineering report that specifies how those impacts will be mitigated.	access, parking improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.
Archaeological and Paleontological Resources **Coastal Act Section 30244.** Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. **Ventura County Coastal Zoning Ordinance Section 8178-3.1 – Archaeological Resources.** The following standards shall apply to all proposed development in order to protect archaeological resources that can be disturbed by human activities. Development that does not have the potential to affect archeological resources, does not require further review. Refer to Section 8178-3.1.1. **Ventura County Coastal Zoning Ordinance Section 8178-3.2 – Paleontological Resources**. The following standards shall apply to all proposed development in order to protect important paleontological resources that may be damaged or destroyed by the proposed development. Refer to Section 8178-3.2.1.	The proposed project is not within an archaeologically or paleontologically sensitive area. Based on the cultural and paleontological studies, there are no recorded cultural resources within the project footprint, and the proposed project is on artificial fill. The project is unlikely to encounter archaeological or paleontological resources and therefore, there is no impact. Regardless, measures to minimize impacts to archaeological and paleontological resources will be implemented during construction. The following measures will apply to the proposed project: • **CUL-1**: 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

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
	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. This work is change order work. • **PAL-1**: If unanticipated paleontological resources are discovered at the job site, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer (RE)
Environmental Justice [5] **Coastal Act Section 30604.** When acting on a coastal development permit, the issuing agency, or the Commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state.	The proposed project will protect the highway from coastal erosion by restoring the RSP and therefore, provides equitable access to coastal facilities to all types of users north and south of the project site. The proposed project is

[5] Environmental Justice is only discussed as related to the California Coastal Act under CEQA.

Coastal Act Chapter Three Policy Area	Coastal Act Consistency Analysis
Coastal Act Section 30006. The public has a right to fully participate in decisions affecting coastal planning, conservation and development; that achievement of sound coastal conservation and development is dependent upon public understanding and support; and that the continuing planning and implementation of programs for coastal conservation and development should include the widest opportunity for public participation.	consistent with coastal act policies relating to environmental justice.

Avoidance, Minimization, and/or Mitigation Measures
The discussion for Avoidance, Minimization, and/or Mitigation measures are outlined in Table 2-2. Coastal Consistency Analysis in the previous section. In addition to the avoidance and minimization measures outlined above, the following mitigation measure for shoreline armoring will be implemented for the proposed project:

C-1: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public access, parking improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.

2.2.2 Geology/Soils/Seismic/Topography

Regulatory Setting
For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Caltrans' Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

Affected Environment
A District Preliminary Geotechnical Report (DPGR) was completed on September 3, 2024. The project site is bound by a roadcut to the north and beach sands and the Pacific Ocean to the south. The Lower Topanga Formation is exposed in a roadcut across the Highway on the uphill cut slope and is characterized as alluvial gravel, sand and silt consisting primarily of silty sand underlain by dark gray to dark olive-brown, fine to coarse grained diabase or ophitic basalt bedrock.

Surface and Subsurface Conditions
The embankment at the slope is approximately 25 feet (ft) high and is composed mostly of highway embankment fill with surface elevation of about 33 ft. The slopes in this area are approximately 1:1 (H:V) grade except for the slide area which is currently near vertical with a 6-foot-high slurry sack wall retaining the embankment. The subsurface conditions at the project site are composed of silty sand with gravel, cobble, and other rock fragments. During the site investigation, borings performed in the southbound lane encountered diabase bedrock at

depths about 20 ft to the maximum explored of 40 ft. Diabase is a localized geologic inclusion identified on the maps associated with Conejo Volcanics and Intrusive volcanic rocks.

Groundwater

Groundwater was encountered during the geotechnical investigation at a depth of approximately 10 ft below the southbound travel lane at an elevation of approximately 23 ft (NAVD 88[6]).

Seismic Hazards

The project site is not located within any known Alquist-Priolo Earthquake Fault Zone and is not located within 1,000 ft of a Holocene fault. Therefore, the potential for surface fault rupture does not exist. The project site is not located within an Earthquake-Induced Landslide Zone; however, the west facing slope adjacent to the northbound travel lane is located in a landslide zone. Based on the Caltrans Seismic Design Criteria (SDC) V2.1 and ARS Online v4.0 web tool, the site could experience a peak ground acceleration of about 0.6g (indicating very strong shaking). This level of shaking has about a 7 percent chance of being exceeded in 75 years (design life of project).

Liquefaction

The project site is situated in a mapped liquefaction zone per California Geological Survey (CGS). Due to shallow ground water and a shallow layer of loose silty sand, liquefaction potential does exist. Impacts from liquefaction will be further evaluated during the design phase.

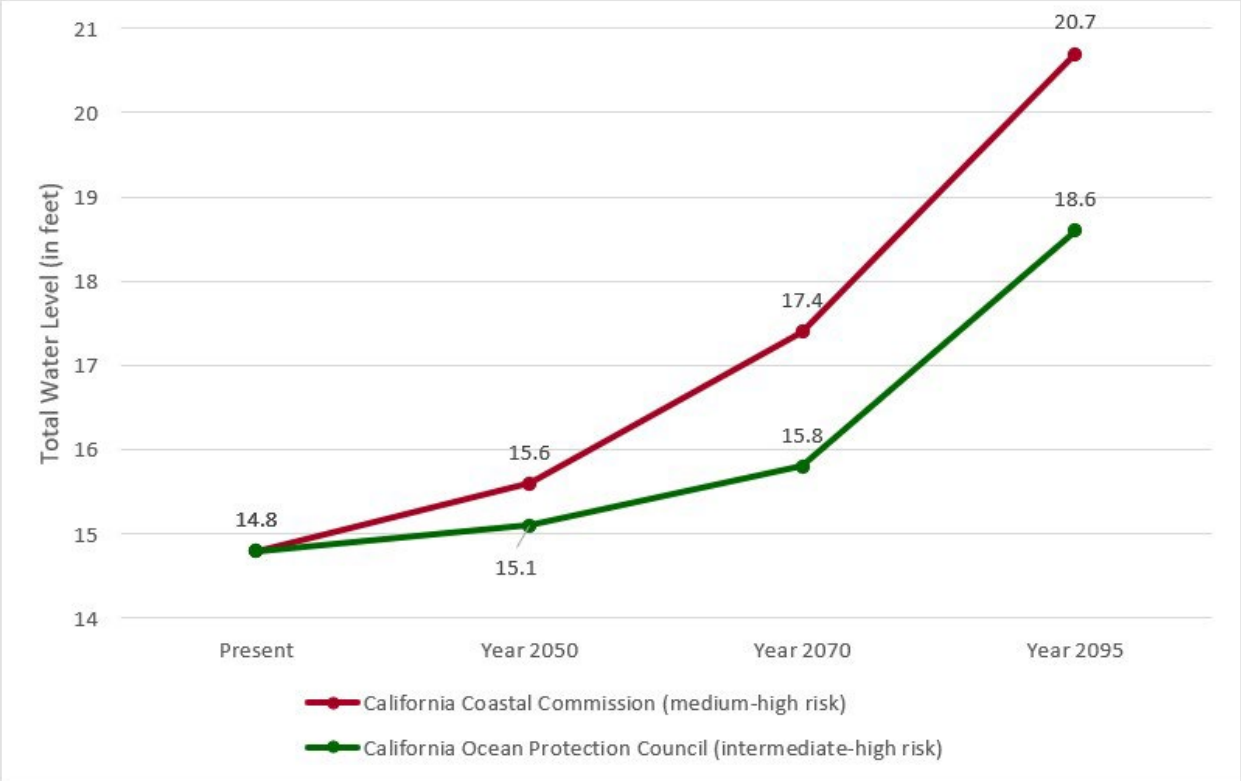
Sea Level Rise

The proposed project is within the jurisdiction of unincorporated Ventura County and is governed by the County's Local Coastal Program. Since the project is within the tidal zone, Caltrans will coordinate with the California Coastal Commission (CCC) to apply for the consolidated permit for the proposed project. The results of the analysis below are based on Sea Level Rise/Coastal Processes Analysis prepared for the project on October 8, 2025.

The total water levels (TWL) for the build alternative was used to determine the impacts of coastal sea level rise. Present day TWL at the project site are 14.8 ft. Based on the medium-high risk projections from the CCC, TWL are anticipated to increase to 15.6 ft by year 2050 and 17.4 ft by year 2070. Based on the intermediate-high risk sea level projections from the California Ocean Protection Council (OPC), TWL are anticipated to increase to 15.1 ft by year 2050 and 15.8 ft by year 2070. At the end of the design life of the project (circa 2095), TWL are projected to increase to 20.7 ft based on CCC sea level projections and 18.6 ft based on OPC projections.

[6] North American Vertical Datum of 1988 (NAVD 88) was used as the benchmark for the purposes of the analysis.

Figure 7. Sea Level Rise Projections for Year 2050, 2070, and 2095[7]



Environmental Consequences

No-Build Alternative

There are no modifications to project site in the No-Build Alternative. Therefore, there would be no impacts related to geology, soils, seismicity, topography, and coastal hazards under this alternative.

Build Alternative

Seismic considerations will be incorporated into the project to ensure the integrity of the RSP. A temporary barrier would be created at the toe of the slope to keep ocean water away from the area during construction. Please refer to **WQ-1** & **WQ-2** for standardized measures used to ensure Best Management Practices (BMPs) are implemented to enhance erosion control.

The proposed project would require imported material to reconstruct the embankment. The import material must conform to the latest Standard Specifications for embankment construction. The placement of the RSP would conform to standard plans and specifications which would provide better resistance to coastal erosion and impacts.

[7] Total water levels and sea level rise projections were calculated based on two sets of guidance: California Coastal Commission sea level rise guidance published in 2018 and California Ocean Protection Council guidance drafted in 2024.

Based on the coastal hazards analysis, it is recommended that a stone size of six tons should be used for the RSP. Geotextile filter cloth should be used beneath the RSP to prevent scour from undercutting the RSP stone. Before placing the RSP, cover material such as gravel or rock fragments should be placed over the geotextile filter cloth to hold the cloth in place. This will minimize and dissipate the hydraulic forces and protects the geotextile from extended exposure to UV radiation.

Avoidance, Minimization, and/or Mitigation Measures

- **GEO-1**: Seismic considerations must be incorporated into the project in accordance with the geotechnical recommendations and applicable standards.

- **GEO-2**: Import materials must conform to the latest Standard Specifications for embankment construction. Placement of rock slope protection would conform to standard plans and specifications to provide resistance to coastal erosion and impacts.

- **GEO-3**: Stone size of six tons is recommended for the rock slope protection (RSP). Geotextile filter cloth should be used beneath the RSP. Cover material such as gravel or rock fragments should be placed over the geotextile filter cloth to hold cloth in place.

2.2.3 Hazardous Waste

Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 and the Resource Conservation and Recovery Act of 1976. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Executive Order 12088 *Federal Compliance with Pollution Control Standards*

Section 121(d) of the Comprehensive Environmental Response, Compensation and Liability Act requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous

Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act in the state. The Porter-Cologne Water Quality Control Act restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Affected Environment

A Hazardous Waste Assessment was completed for the project on April 30, 2026. A GeoTracker and EnviroStor record search was conducted again on August 26, 2025, to retrieve updated results for the project. It is anticipated that the following hazardous waste concerns may be present on the site:

Right-of-Way Acquisition

The proposed construction work will require temporary construction easements and other right-of-way acquisitions. The GeoTracker database from the California State Water Resources Control Board (SWRCB) and EnviroStor database from the California Department of Toxic Substances Control (DTSC) were reviewed for the environmental condition of the project site and adjacent areas. The databases did not identify any hazardous waste sites in the area examined. A Site Investigation (SI) will be required during the time of right-of-way acquisition.

Aerially Deposited Lead (ADL)

Exposed soils along roadways may be impacted with ADL due to historic use of leaded gasoline and are generally present up to 30 ft laterally from the edge of the paved road to the depths of two to five ft below ground surface. An ADL investigation conducted in 2018 for the corridor found nonhazardous concentrations of ADL along VEN-1 from PM 0 to 4.4 from surface to 5 ft below ground surface. Total lead concentrations range from 1.8 to 56 milligram per kilogram. Soluble lead concentrations range from nondetect to 0.014 milligram per liter (mg/L), well below the regulatory limit of 5.0mg/L. No special management requirements are necessary for soils with non-hazardous waste levels of lead.

Caltrans must comply with the requirements of the Soil Management Agreement with the Department of Toxic Substances Control (DTSC) on management, transport and disposal of ADL contaminated soil.

A project-specific ADL SI should be conducted in the project design phase to evaluate and determine the extent of ADL contamination and to assist the General Contractor in preparing a project specific Lead Compliance Plan (LCP).

The contractor should implement dust control and prepare a project specific LCP to prevent or minimize worker exposure to lead in the soul in accordance with the standard specifications for all work in unpaved areas.

GeoTracker and EnviroStor Regulatory Databases

Regulatory databases of authorized and unauthorized releases of hazardous materials, GeoTracker and EnviroStor, maintained by California State Water Resources Control Board and DTSC, was reviewed and identified no active or open regulated properties within 250 ft of the project.

Lead and Chromium in Yellow and Painted Striping

It is anticipated that the existing yellow and non-yellow traffic stripe and/or pavement markings will be disturbed and removed during construction for the build alternative.

Yellow thermoplastic and/or lead based painted traffic stripe and pavement markings contain elevated lead and chromium, which is regulated as California Hazardous Waste. Residue produced when these materials are disturbed may contain heavy metals in concentration that exceed hazardous waste thresholds established by Health & Safety Code and Title 22 California Code of Regulations and may produce toxic fumes when heated.

Caltrans policy requires a task-specific LCP and Debris Containment and Disposal Work Plan for the handling and management of the residue. Removal of such material shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines.

Residue from removing white traffic stripes by itself will not contain hazardous levels of lead. However, an LCP is required per Cal-OSHA Title 8 California Code of Regulations. The Contractor shall prepare a project specific LCP to prevent or minimize worker exposure to lead while removing and handling white traffic stripe residue. Special provisions will be provided during the design phase for implementation during project construction.

Electrical Equipment

Relocation of existing power lines involving removal of electrical equipment will generate hazardous waste that requires special handling, management, and disposal. Therefore, prior to starting construction, the contractor shall inspect the existing electrical components to determine if any hazardous materials are present. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility per the standard specification.

Imported Borrow

If the project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free from contamination per Caltrans Standard Specifications 6-11.03B, *Imported Borrow*.

Environmental Consequences

No-Build Alternative

There will be no modifications to the proposed project site under the No-Build Alternative. No improvements will be made, and the rock slope revetment will continue eroding due to coastal erosion and sea level rise.

Build Alternative

Based on the Hazardous Waste Assessment, known or suspected hazardous materials that may be encountered during construction of the build alternative include ADL in disturbed soils, lead and chromium in yellow and painted pavement markings, electrical equipment, and imported borrow. A project-specific LCP for ADL, and yellow and white traffic stripes, will be required, in accordance with standard specifications to minimize impacts to workers during construction. All electric waste will be packaged and transported to an appropriate disposal facility per standard specification.

There are no active or regulated properties within 250 ft of the project, and the project does not require acquisition of contaminated parcels. However, there are temporary easements and permanent easements needed, which will require a SI during the time of acquisition. An ADL SI is also required to assist with preparation of a job-specific LCP.

Avoidance, Minimization, and/or Mitigation Measures

- **HW-1**: Caltrans must comply with the requirement of the Soil Management Agreement with the Department of Toxic Substances Control on management, transport, and disposal of ADL contaminated soil.

- **HW-2**: A Site Investigation (SI) for the acquired parcel will be required during the time of right-of-way acquisition.

- **HW-3**: A project-specific Aerially Deposited Lead (ADL) SI should be conducted in the project design phase to evaluate and determine the extent of ADL contamination and to assist the General Contractor in preparing a project specific Lead Compliance Plan (LCP).

- **HW-4**: The contractor shall implement dust control and prepare a project specific LCP to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas.

- **HW-5**: Caltrans requires a task-specific LCP and Debris Containment and Disposal Work Plan for the handling and management of the yellow thermoplastic and/or lead based painted

traffic stripes. Removal of such materials shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines.

- **HW-6**: The Contractor shall also prepare a project specific LCP to prevent or minimize worker exposure to lead while removing and handling white traffic stripe residue.

- **HW-7**: Prior to starting construction, the contractor shall inspect the existing electrical components to determine if any hazardous materials are present. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility per the standard specification.

- **HW-8**: If the project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free from contamination per SSP 6-1.03B, *Imported Borrow*.

2.2.4 Wetlands and/or Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (33 USC 1344), is the primary law regulating wetlands and surface waters. One purpose of the Clean Water Act is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

Section 404 of the Clean Water Act establishes a regulatory program which is run by the U.S. Army Corps of Engineers with oversight by the U.S. Environmental Protection Agency. Certain permits require the identification of a "least environmentally damaging practicable alternative" to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, Executive Order 11990 states that a federal agency, such as FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board, the Regional Water Quality Control Boards and the California Department of Fish and Wildlife. Water Board definitions of Waters of the State are also outlined in the State Water Resources Control Board Procedures for Discharges of Dredge or Fill Material to Waters of the State. Waters of the U.S. are a subset of waters of the state. In certain circumstances, the

Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Wildlife before beginning construction. If the California Department of Fish and Wildlife determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act. In compliance with Section 401 of the Clean Water Act, the State Water Resources Control Board (for projects that span more than one Water Board region) and Regional Water Quality Control Boards also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request.

Affected Environment

The Natural Environment Study for the proposed project was prepared on January 21, 2026. The biological study area (BSA), which includes the project footprint and a buffer extending approximately 100 ft beyond all limits of ground disturbance, was used to determine impacts to wetlands and other waters. The BSA for the proposed project extends from the upland shoulder of SR-1 to the nearshore and intertidal zones below the highest observed tide line. The selected BSA was intended to capture habitats and jurisdictional waters that could be affected by construction activities.

Based on the project footprint and construction activities, it is anticipated that construction work will occur within waters of the U.S. and waters of the state. Both Army Corps of Engineer (federal) and Regional Water Quality Control Board (state), jurisdictional entities overseeing the proposed project, take jurisdiction up to the high tide line. Figure 8 illustrates temporary and permanent project impact areas relative to the high tide line and mean high water line. Figure 9 denotes the jurisdictional areas within the project footprint. There are no wetlands or coastal wetlands within the project footprint.

Figure 8. Temporary and Permanent Project Impact Areas relative to Jurisdictional Areas

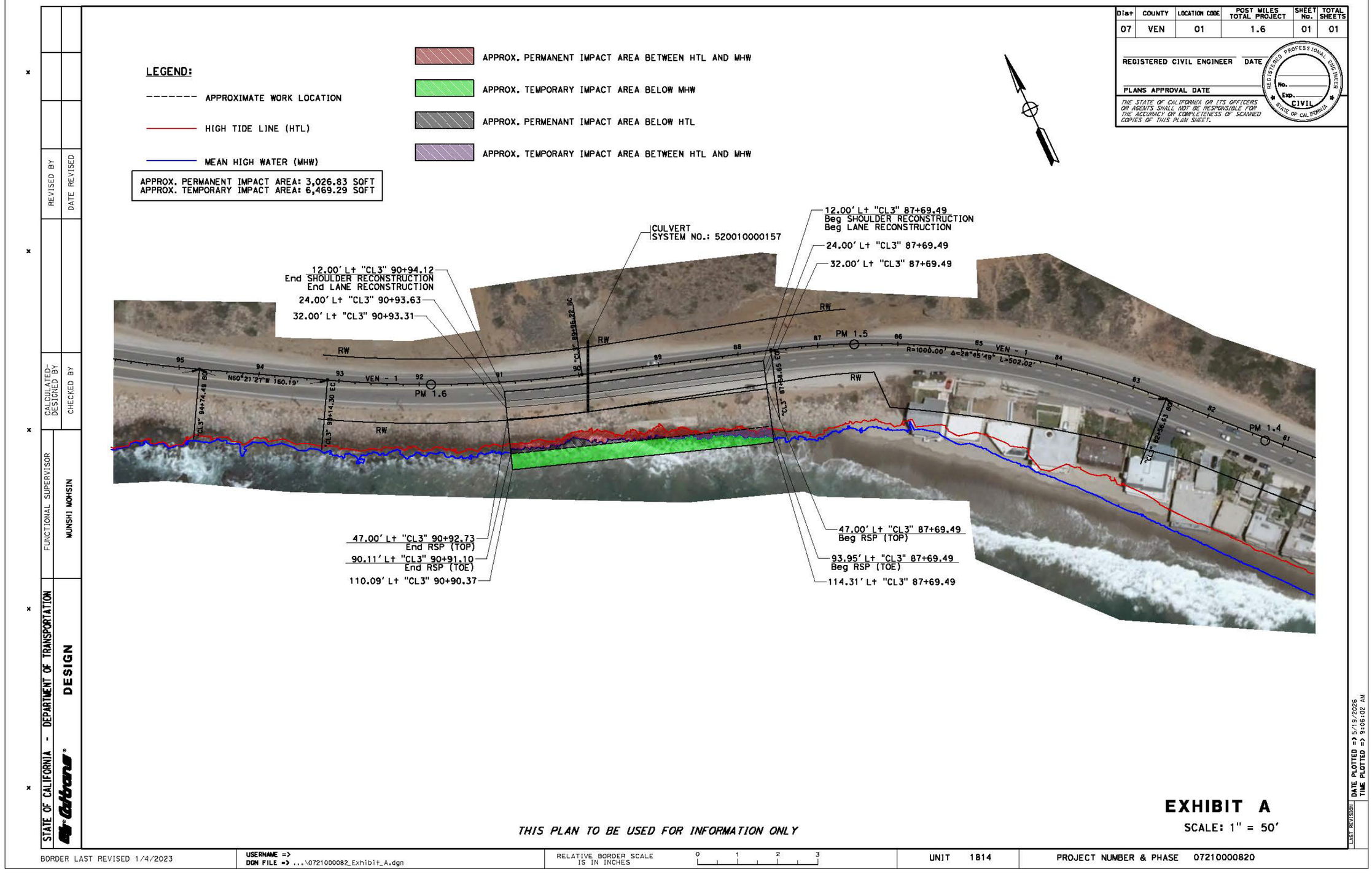
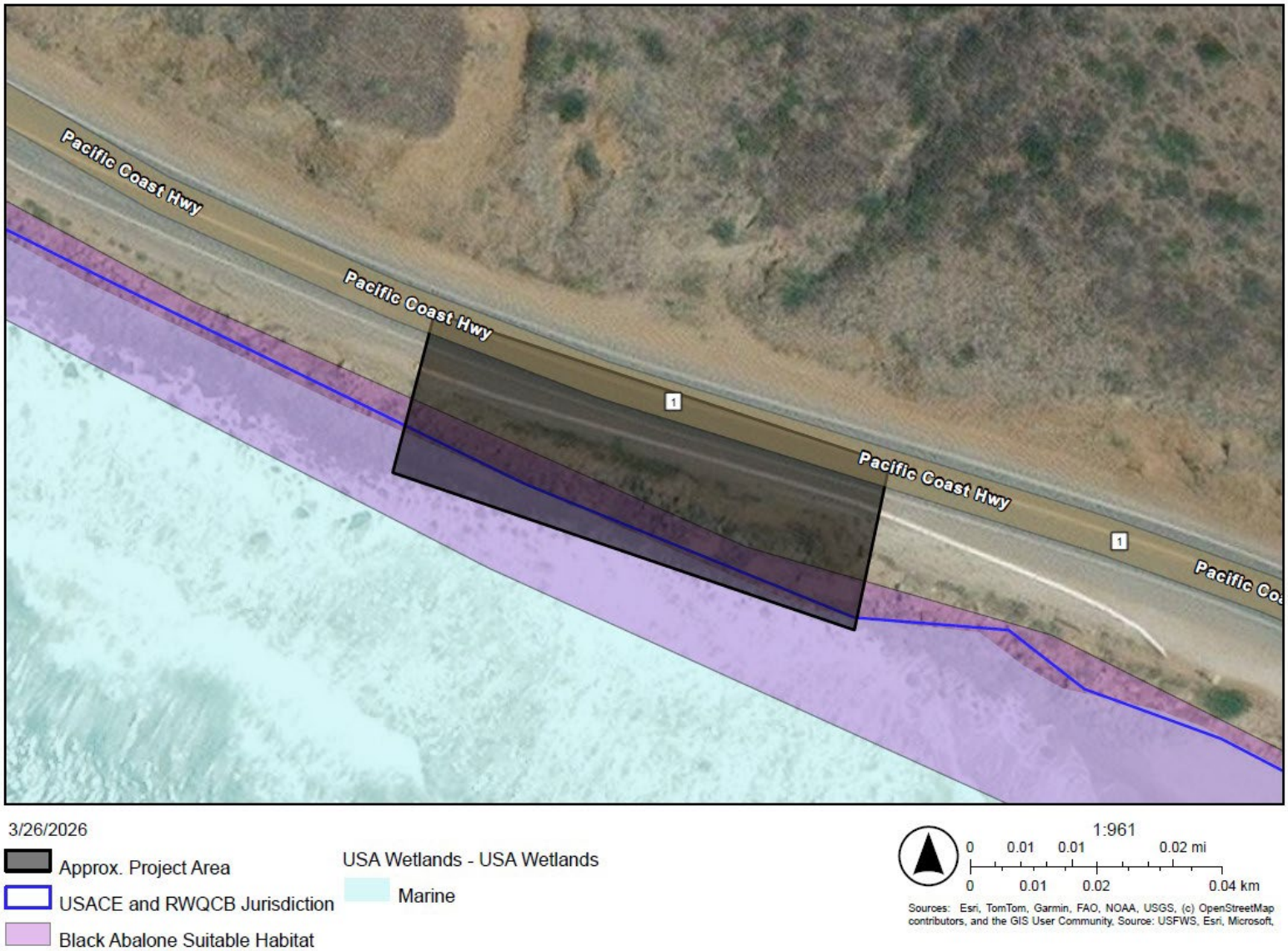


Figure 9. Jurisdictional Waters and Project Footprint



Environmental Consequences

No-Build Alternative

There will be no modifications to the proposed project site under the No-Build Alternative. No improvements will be made, and the rock slope revetment will continue eroding due to coastal erosion and sea level rise.

Build Alternative

The affected waters consist of nearshore and intertidal marine habitat within the Pacific Ocean characterized by a mix of sand, gravel, and cobble substrate with limited structural complexity. Based on field observations and biological surveys, habitat quality in the project area is considered low to moderate due to the lack of medium to large boulders, limited shelter opportunities, and high wave exposure. These conditions support relatively low species diversity and abundance compared to more structurally complex intertidal systems.

The primary functions of these waters include providing habitat for intertidal and marine organisms, supporting primary productivity, and facilitating sediment transport along the coastal interface. However, overall functional value is limited by the relatively homogenous and unstable substrate conditions.

It is anticipated that the proposed project will have temporary impacts and permanent impacts on waters of the US and waters of the state (Table 2-3). The cofferdam installation, dewatering, and construction disturbance is anticipated to cause temporary impacts to approximately 6,469.29 square feet (sq ft) of waters of the US and waters of the state. Short-term impacts include disturbance to intertidal habitat, increased turbidity, and potential short-term degradation of water quality from construction-related activities (e.g., equipment operation, material placement, and dewatering). These effects may temporarily reduce habitat function and displace mobile organisms. Installation of the RSP will permanently impact 3,026.83 sq ft of waters of the US and waters of the state within the intertidal and nearshore zones. These impacts will convert unconsolidated substrate to a stable, rock-dominated surface, resulting in a permanent alteration of existing habitat conditions. Permits from U.S. Army Corps of Engineer (USACE) and Regional Water Quality Control Board (RWQCB) will be obtained during the design phase of the project.

Table 2-3. Jurisdictional Impacts to Waters of the US/State

Drainage	Jurisdiction	Type of Impact	Scope of Work	Area of Impacts (sq ft)	Area of Impacts (acres)
Pacific Ocean (nearshore/ intertidal)	USACE/ RWQCB	Temporary	Cofferdam installation, dewatering, construction disturbance	6,469.29	0.15
Pacific Ocean (nearshore/ intertidal)	USACE/ RWQCB	Permanent	Installation of RSP	3,026.83	0.07
Total	USACE/ RWQCB	All impacts	All construction work	9,396.12	0.22

The proposed project is expected to provide long-term functional benefits by increasing habitat complexity through the placement of medium to large boulders. This will create crevices and refugia that enhance habitat suitability for intertidal organisms and may increase species diversity and abundance over time. Additionally, the stabilized substrate will improve resistance to erosion and wave action, contributing to long-term shoreline stability.

Overall, while the project will result in permanent alteration of existing substrate conditions, it is expected to maintain or improve habitat function and ecological value relative to existing conditions.

Standard project features such as using the cofferdam will reduce turbidity, sedimentation, and the potential for construction-related contaminants to enter waters of the U.S. by isolating active work areas and limiting the extent of in-water disturbance. Standard Best Management Practices such as erosion and sediment control, water quality protection, spill prevention, concrete management, dewatering, equipment maintenance, material storage management, and turbidity control will be implemented to avoid and minimize impacts to jurisdictional waters. Please refer to additional measures for biological resources and water quality/stormwater runoff in Appendix B – Avoidance, Minimization, and/or Mitigation Summary.

Avoidance, Minimization, and/or Mitigation Measures

In addition to **WQ-1** and **WQ-2**, the following measures will be implemented to ensure impacts to waters of the state and waters of the U.S. are minimized as much as feasible:

- **BIO-2**: A biological monitor shall observe construction activities on an as-needed basis to ensure compliance with all avoidance and minimization efforts. The biological monitor shall document and photograph work activity as well as any impacts to the rocky intertidal zone during construction activities.

- **BIO-7**: The contractor shall follow Caltrans Standard Specification 14-10.01 for Solid Waste Disposal and Recycling requirements.

- **BIO-8**: All efforts shall be made to ensure no discharge of construction materials or excess debris towards the ocean. Sediment control devices (e.g., siltation curtains, gravel bags, sandbags, hay bales, filter fabrics, and fiber rolls) shall be deployed as necessary to avoid discharge of sediments towards the ocean. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices.

- **BIO-9**: Vehicle maintenance shall not be conducted in jurisdictional waters or streambed(s), herein defined as the channel through which a natural stream of water runs or used to run. Fueling and maintenance of vehicles shall only occur over paved or hard surfaces and designed to fully contain any spills.

- **BIO-10**: Any heavy equipment used in the project area shall be staged on pavement/hard surface within the prism of the roadway at the end of each workday. The equipment must remain on-site for the duration of the project. All heavy equipment shall be checked for oil leaks, gas, hydraulic fluid, and any other pollutant that could impact water quality and instream habitat each workday prior to being deployed into the project area.

Chapter 3 CEQA Evaluation

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The proposed project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Research published by the Intergovernmental Panel on Climate Change and other scientists over recent decades has

shown an accelerated rate of climatological changes over the past 150 years, attributed to GHG emissions generated from the production and use of fossil fuels.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, "mitigation" involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

3.2.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), refer to SER, Chapter 16, Climate Change.

3.2.2 Environmental Setting

The proposed project lies along SR-1, a north-south State Route that traverses through Los Angeles and Ventura Counties coastal region and is used for inter-regional, recreational, and commuter travel through highly urbanized areas in Los Angeles County and rural areas of Ventura County. It serves mainly unincorporated and coastal cities and communities, providing access to beaches, parks, and other attractions along the route.

The project area is mainly rural open-space, near Leo Carillo State Park. The route segment in the project area does not experience high hourly peak traffic volumes. The project is within a region that experiences a Mediterranean climate with hot, dry summers and mild, wet winters, heavily influenced by the ocean. The area is subject to coastal erosion, in which local sea level rise, strong wave action, high tides, and coastal flooding wear down or carry away rocks, soils, and/or sands along the coast. Steep foothills of the Santa Monica Mountains border the landward side of SR-1. The roadside environment consists of exposed soil and patches of ruderal vegetation. The vegetation community includes riparian forest and disturbed coastal scrub, consisting of species like coast live oak, California goldenbush, scarlet pimpernel, and invasive fountain grass and black mustard. The project slope is composed of boulders dominated by green algae at the tideline.

3.2.2.1 GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals.

3.2.2.2 Regional Plans

As required by The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), California Air Resources Board (ARB) sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set as a percentage reduction in passenger vehicle GHG emissions per person, based on 2005 levels. The proposed project is a part of SHOPP which is included in the latest conforming 2024-2050 RTP/SCS and 2025 FTIP. The regional reduction target for SCAG is -19% percent by 2035 (ARB 2021)[8].

The proposed project is within the jurisdiction of the SCAG Regional Transportation Planning Agency (RTPA). The SCAG RTP, Connect SoCal 2024, identifies several measures that addresses GHG emissions. They include but are not limited to methods based on design, methods based on planning, and methods based on technology and equipment type. Design methods target emission reduction goals through the implementation of project features, project design, or other measures; incorporating design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; or incorporating design measures to reduce energy consumption and increase the use of renewable energy.

Connect SoCal's Sustainability Communities Strategy (SCS) summarizes SCAG's GHG reduction approach. The following are strategies that SCAG has included and quantifies to demonstrate the region's ability to meet the targets. The individual studies for each of these elements is available online from SCAG.[9]

- Congestion Pricing
- Express Lane Pricing
- Improved Bike Infrastructure
- Infill development and increased density near transit infrastructure
- Mileage-Based User Fee
- New Transit Capital Projects
- Shorter trips through land use strategies
- Transportation Demand Management
- Job Center Parking Strategy
- Bike Share and Micromobility
- Carshare
- Co-working at strategic locations
- Increased Electric Vehicle Charging Infrastructure
- Electric Vehicle Incentive

[8] https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets
[9] https://scag.ca.gov/sites/default/files/2024-05/0903fconnectsocal_sustainable-communities-strategy.pdf

- Improved Pedestrian Infrastructure
- Multimodal Dedicated Lanes
- Safe Routes to School
- Transit/TNC Partnership Program
- Increased Average Vehicle Ridership in Job Centers
- Parking Deregulation in Certain Priority Growth Areas

These strategies, measures and policies collectively result in approximately 14 percent per-capita GHG reductions using the Activity Based Model, and 5 percent reductions using off-model methodologies. SCAG collaborated with ARB throughout 2018 and 2019 as SCS Program and Evaluation Guidelines were updated by ARB in response to more ambitious per-capita GHG reduction targets. This collaboration was essential to ensuring Connect SoCal's Growth Vision aligns with state expectations. The final technical methodology was submitted to ARB after adoption of Connect SoCal. SCAG's Program EIR for the 2024 RTP/SCS includes ongoing GHG emissions reduction and adaptation strategies in the SCAG region.[10] Climate mitigation strategies include reducing or sequestering GHG emissions, while climate adaptation is preparing for the unavoidable impacts from climate change. Climate mitigation strategies include, but are not limited to:

- Increasing energy efficiency and electricity in buildings
- Increasing building electrification
- Increasing transportation electrification
- Increasing zero-carbon electricity and renewable energy
- Increasing carbon dioxide removal, including carbon sinks
- Increasing negative emissions technologies
- Increasing reliance on low-carbon liquid and/or gaseous fuels across all sectors of the economy
- Increasing energy efficiency for all fuels in industrial and agriculture energy use
- Promoting active transportation
- Increasing transit options
- Improving waste management

Climate adaptation solutions would be long term and require a shift in thinking on how communities are designed. Adaptation strategies include, but are not limited to:

- Using scarce water more efficiently
- Adapting building codes to future climate conditions and extreme weather events
- Building flood defenses and raising the levels of levees
- Developing drought tolerant crops
- Implementing urban tree planting and reforestation
- Setting aside land corridors for species migration

[10] https://scag.ca.gov/sites/default/files/2024-05/23-3052-peir-2024-draft-3-8-greenhouse-gases.pdf

- Increasing collaboration on climate preparedness strategies among public agencies

California is committed to further supporting new research on ways to mitigate climate change and how to understand its ongoing and projected impacts. California's Fourth Climate Change Assessment and Indicators of Change Report will further update our understanding of the many impacts from climate change in a way that directly informs State agencies' efforts to safeguard the State's people, economy, and environment.

Pursuant to its authority under AB 32, CARB has designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020 (17 CCR Sections 95800 to 96023). Additionally, Executive Order B-32-15 works toward achieving GHG reduction targets with the California Sustainable Freight Act on Plan, an integrated plan that establishes clear targets to improve freight efficiency, transition to zero-emission technologies and increase competitiveness of California's freight system. The State is also taking steps to make the State more resilient to ongoing and projected climate impacts as laid out by the Safeguarding California Plan. The Safeguarding California Plan was updated in 2018 to present new policy recommendations and provide a roadmap of all the actions and next steps that state government is taking to adapt to the ongoing and inevitable effects of climate change. California's continuing efforts are vital steps toward minimizing the impact of GHG emissions and a three-pronged approach of reducing emissions, preparing for impacts, and conducting cutting-edge research can serve as a model for action. Several transit integration strategies are also presented, which in combination with land use strategies such as Transit Oriented Development (TOD) and providing affordable housing, aim better to link housing, transit, and active transportation to reduce greenhouse gas emissions.

Other general plans, land use plans, and local climate action plans offer strategies that can be incorporated into specific projects. In addition, many cities and counties in District 7 have adopted Climate Action Plans (CAPs) designed to mitigate GHG emissions and reduce the impacts of climate change on their communities. In 2020, the Ventura County Board of Supervisors adopted the Ventura County 2040 General Plan which includes a Climate Action Plan (CAP) to help reduce GHG emissions and address climate change. The CAP outlines strategies to cut emissions from current and future activities, supporting the County's commitment to a more sustainable future.[11]

[11] https://rmadocs.venturacounty.gov/images/pdf/planning/plans/Final_2040_General_Plan_docs/VCGPU_B_Climate_Change_2020_09_15_web.pdf

Table 3-1. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies/Strategies
Connect SoCal (2024 Regional Transportation Plan/Sustainable Communities Strategy)	SB 375 – GHG Reduction SB 743 – VMT Reduction Performance Outcomes: • Location Efficiency • Less Time Spent Driving • Improved Accessibility • Economic Opportunity • Improved Environmental Quality • Improved Safety and Public Health • Environmental Justice
Ventura County 2040 General Plan – Climate Action Plan	Table B-10 in Appendix B of the Ventura County 2040 General Plan provides a list of GHG Mitigation and Climate Adaptation Measures. These measures are included but not limited to the following policies/programs: • Land Use and Community Character • Circulation, Transportation, and Mobility • Public Facilities, Services, and Infrastructure • Conservation and Open Space • Hazards and Safety • Agriculture • Water Resources • Economic Vitality

3.2.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are carbon dioxide (CO_2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of methane

and nitrous oxide. Additionally, the transportation sector emits a minor amount of hydrofluorocarbon emissions, which are related to refrigeration and air conditioning systems used in vehicles.

GHGs vary in their ability to trap heat in the atmosphere, a characteristic known as global warming potential. CO_2 is the most significant GHG due to its abundance and impact, and thus, the amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned as a value of 1, and the global warming potential of other gases is assigned as multiples of CO_2. Both operational and construction emissions associated with the proposed project are analyzed in the sections below and emission values, if required, are expressed in CO_2e to provide a standardized measure of their impact.

The CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 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 v. San Diego Assn. of Governments (2017) 3 Cal.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.

3.2.3.1 Operational Emissions

The purpose of the proposed project is to repair and reconstruct the damaged RSP and highway to functional standards. There are two proposed alternatives: the No-Build and Build Alternative. The Build Alternative would reconstruct the RSP and underlying RSP fabric, cold-plane and overlay asphalt on the highway's southbound shoulder, and modify existing drainages as well as install overside drains. This type of project would not increase the vehicle capacity of the roadway and generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-1, no increase in VMT would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Under the No-Build Alternative, no action would be taken to improve the existing slope and highway condition and severe erosion of the site. The condition and quality of the roadway would continue to deteriorate.

3.2.3.2 Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will 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 GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so 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 GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities. The Construction Emissions Tool 2021 (CAL-CET2021) version 1.0.2 is a Caltrans-developed spreadsheet tool used in estimating pollutant emissions from temporary activities occurring during construction of transportation projects. The table below summarizes estimated construction-related GHG emissions in metric tons per year.

Table 3-2. Construction-Related CO_2e Emissions by Alternative

Year	Build Alternative	No-Build Alternative
2028	17	0
2029	35	0
Total	51	0

Source: Air Quality Technical Memorandum (2024)
Note: Units for alternatives are in Metric Tons of CO_2e (carbon dioxide equivalent)

Based on model runs via CAL-CET2021, the proposed project is anticipated to result in an increase in GHG emissions during construction. Construction activities would last about 350 days and are considered temporary.

Senate Bill 1 Section 2030(e) directs Caltrans "To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise." In response, Caltrans Division of Environmental Analysis, Office of Environmental Management, developed a GHG Reduction Measures Toolbox (https://env.onramp.dot.ca.gov/downloads/env/managedfiles/caltrans-ghgreduction-measures-jun-2021-a11y.pdf) for use in project development. GHG measures to reduce construction emissions include:

GHG-1: Schedule truck trips outside of peak morning and evening commute hours.

GHG-2: Maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies for improved fuel efficiency from construction equipment.

GHG-3: Maximize use of recycled materials and reduce construction waste.

GHG-4: Where available, it is recommended that materials within a local radius of the project area and/or locally available building materials be utilized.

GHG-5: Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

GHG-6: Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials.

GHG-7: Produce HMA using warm mix technology.

GHG-8: Improve drainage systems to adapt to localized flooding risks.

GHG-9: Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.

3.2.3.3 CEQA Conclusion

The GHG emissions generated from this project would be less than significant under CEQA. This project is non-capacity increasing and is not anticipated to increase operational emissions. While some GHG emissions during the construction period would be unavoidable, they are considered temporary.

The proposed project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. The project is within the jurisdiction of the SCAG RTPA. The SCAG RTP, Connect SoCal, identifies several measures that addresses GHG emissions. They include but are not limited to methods based on design, methods based on planning, and methods based on technology and equipment type. SCAG's Program Environmental Impact Report (EIR) for the 2024 RTP/SCS includes ongoing GHG emissions reduction and adaptation strategies in the SCAG region. In 2020, the Ventura County Board of Supervisors adopted the Ventura County 2040 General Plan which includes a Climate Action Plan (CAP) to help reduce GHG emissions and address climate change. The CAP outlines strategies to cut emissions from current and future activities, supporting the County's commitment to a more sustainable future. Senate Bills 375 and 743 aim to reduce GHG emissions and vehicle miles traveled (VMT), respectively. The proposed project's scope of work will not result in an increase in operational GHGs since it is non-capacity increasing, and GHG

emission from construction will be temporary. The project will incorporate project-level GHG reduction strategies that align with applicable locally adopted plans, policies, and regulations.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.2.4 Greenhouse Gas Reduction Strategies

In response to Assembly Bill 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Additionally, Caltrans has enacted policies and initiatives to reduce GHG emissions in transportation to reach the state's climate goals. For a full list of statewide and Caltrans GHG reduction strategies, refer to SER, Chapter 16, Climate Change.

3.2.4.1 Project-Level GHG Reduction Strategies

The following measures, in addition to **GHG-1** to **GHG-9**, will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

AQ-1: Construction contractor must comply with Caltrans Standard Specifications in Section 14-9: this includes Section 14-9.02, which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances and non-standard special provision 14-9.05, which mandates compliance and assigns responsibility to contractors.

AQ-2: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.

AQ-3: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

3.2.5 Adaptation

While reducing GHG emissions is crucial in combating climate change, it is only one part of the solution. Caltrans must proactively plan for the impact of climate change on California's transportation infrastructure. This involves modifying and protecting facilities to reduce potential damage and build resilience against future climate-related challenges.

Caltrans has conducted District Climate Change Vulnerability Assessments to identify segments of the State Highway System that are vulnerable to climate change impacts, such as sea level rise, increased temperatures, and extreme weather events. These assessments help prioritize areas for adaptation efforts and inform the development of strategies to enhance the resilience of critical infrastructure.

Additionally, Caltrans periodically prepares a Sustainability Roadmap, which outlines the agency's strategic plans and progress reports aimed at achieving state sustainability goals. The roadmap is a two-year progress report on several important milestones achieved by Caltrans while implementing Executive Orders B-16-12, B-18-12, and the adaptation planning process of Executive Orders B-30-15, N-19-19, and N-82-20.

Refer to SER, Chapter 16, Climate Change for additional information regarding federal, state, and Caltrans adaptation efforts.

3.2.5.1 Project Adaptation Analysis

It is possible that the proposed project will be subject to climate change effects. The proposed project is located by the seacoast and within a regulatory floodway and is susceptible to sea level rise, precipitation and flooding, temperature change, and wildfire. Recognizing these concerns, it is important to determine whether the project will exacerbate the effects of climate change relating to these topics, which are elaborated upon in the following sections.

Caltrans District 7 complete a Climate Change Vulnerability Assessment in 2019 for Los Angeles and Ventura Counties. It provides a high-level review of potential climate impacts on the State Highway System in District 7 based on a database containing climate stressor geospatial data that was developed as part of the study. In addition, Caltrans District 7 completed a Climate Risk and Adaptation Report (CRAR) for the project area on May 19, 2026.

Climate change risk analysis involves uncertainties as to the timing and intensity of potential risks, but some general climate trends are expected in California and the 96 western U.S. More severe droughts, less snowpack, and changes in water availability are anticipated, and rising sea levels, more severe storm impacts, and coastal erosion can be expected. Increased temperatures, more frequent, longer heat waves, and longer and more severe wildfire seasons are predicted. The Governor's Office of Planning and Research prepared Planning and Investing for a Resilient California, a guidebook for state agencies performing climate risk analyses to determine how to integrate climate considerations into planning or investment decisions. Though the inherent risks to climate change that are already in progress are considered, the project would not contribute to the accelerated increase of any such dangers in any significant way. It would not alter the highway's relation to the surrounding environment significantly, and it would not cause any significant change to the environment that would allow for increased or greater danger in the future. Over the anticipated design life of the project, the proposed project area is determined to be at risk of changes in temperature (CRAR, 2026).

Sea Level Rise

The proposed project is located within the coastal zone and in an area subject to sea level rise (SLR).

Figure 10. Sea Level Rise of 5-Meter Scenario

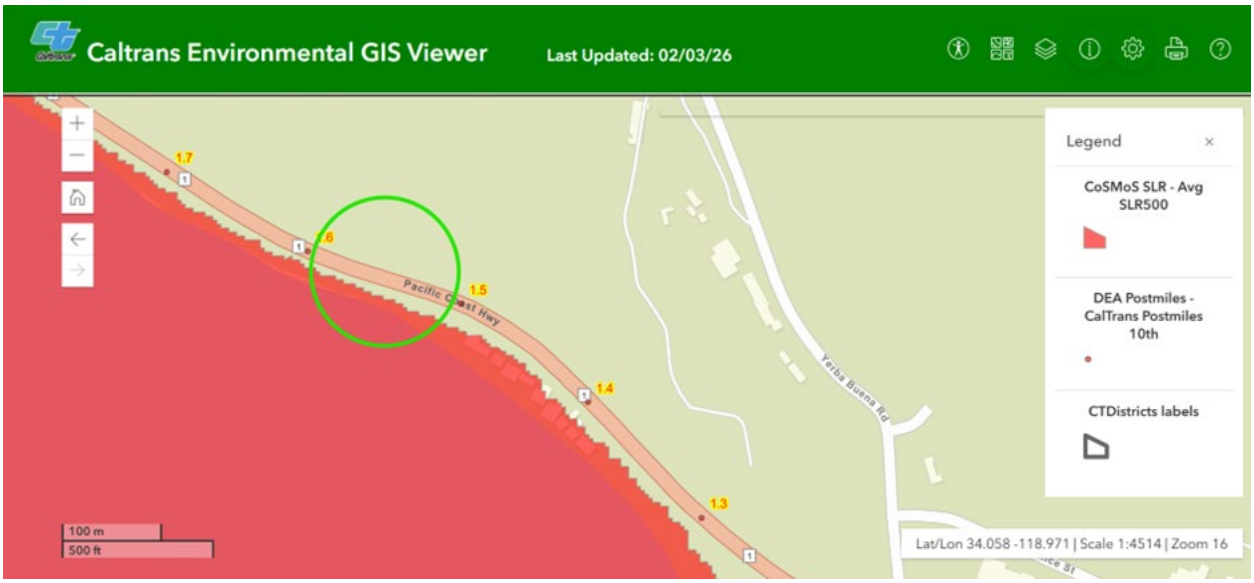


Figure 10 depicts a projected overlay of SLR and coastal flooding scenarios onto the state's transportation infrastructure using Caltrans Environmental GIS Viewer tool. It helps visualize the highways, postmiles, and transit assets vulnerable to ocean inundation, coastal erosion, and rising water levels. The Viewer utilizes the United States Geological Survey (USGS) Coastal Storm Modeling System (CoSMoS) data which makes detailed predictions over large geographic scales of storm-induced coastal flooding and erosion for both current and future SLR scenarios. Figure 10 illustrates the extent of inundation under the 5-meter (16.4 feet[ft]) SLR scenario (worse-case scenario). Based on the results of the Coastal Hazards Analysis as explained below, this scenario is not anticipated to occur over the design life of this project.

A Coastal Hazards Analysis was prepared for the proposed project on October 2025. Total water levels (TWL) on the approximately 200-foot-long face of the RSP were calculated for future sea levels. SLR is the long-term, gradual increase in the average height of the ocean. TWL is the actual height of the water resulting from the combination of the average sea level, storm surges, and wave action. California Coastal Commission's (CCC) sea level guidance (2018) provides *medium-high* risk projections, while California Ocean Protection Council's (OPC) SLR guidance (2024) provides *intermediate-high* risk sea level projections. Both documents were used to analyze the adaptive planning and management over the design life of the proposed project. Year 2070 is anticipated to be the farthest point in the future before actual SLR rates must be reevaluated. Beyond 2070, SLR rates projected by both CCC (2018) and OPC (2024) scenarios accelerate and become subject to error and uncertainty until the end of the design life, Year 2095. Beyond 2027, the adequacy of the first tier of the buildout design should be

reassessed. Table 3-3 outlines the TWL results based on CCC and OPC SLR guidance (2018 and 2024).

Table 3-3. Total Water Level Based on California Coastal Commission and Ocean Protection Council Sea Level Rise Projections

Sea Level Rise Basis for Total Water Level	CCC 2018 Guidance (medium-high risk projections)	OPC 2024 Guidance (intermediate-high risk projections)
TWL at 2000 Sea Level	SLR = 0 ft TWL = 14.8 ft	SLR = 0 ft TWL = 14.8 ft
TWL at 2050 Sea Level	SLR = 1.9 ft TWL = 15.6 ft	SLR = 0.9 ft TWL = 15.1 ft
TWL at 2070 Sea Level	SLR = 2.1 ft TWL = 17.4 ft	SLR = 3.4 ft TWL = 15.8 ft
TWL at 2095 Sea Level	SLR = 4.15 ft TWL = 20.7 ft	SLR = 4.15 ft TWL = 18.6 ft

The proposed project, which is a rock slope protection (RSP) project, is intended to protect the state highway system from coastal erosion and inundation. The current roadway, which is situated on a bluff above the water, is positioned as far back as feasible. According to the Coastal Hazards Analysis, flooding of the roadway from a 100-year storm or tsunami will not occur unless TWL exceeds 33 to 34 ft. Based on the highest tsunami wave event recorded in the area, it is anticipated that tsunami TWL at 2070 sea levels based on CCC (2018) projections will produce a maximum of 17.1 ft with a 3.4 ft SLR by Year 2070. Storm-induced waves will produce a maximum of 17.4 ft by Year 2070, slightly higher than tsunami TWLs.

Based on the presented SLR scenarios, temporary or permanent inundation of the roadway is unlikely to occur over the course of the project design life. However, the project site is situated along a bluff subject to erosion from wave run-up and storm surge and is located within the 100-year flood zone. Therefore, it still faces potential coastal flooding risks. This permanent restoration project aims to address these risks by installing RSP. In the unlikely event that inundation occurs, bicyclists will not be able to traverse the road. Because there is no accessible beach area within the project vicinity, beachgoers will not be affected.

The project scope also includes modifying existing drainages and installing overside drains to reduce the risk of flooding. The Coastal Hazards Analysis recommends a buffer of at least 3 ft above TWL to prevent water overtopping of the roadway and using a stone size of 6 tons for the RSP. Geotextile filter cloth will be used beneath the RSP stone to prevent scouring and destabilizing of RSP placement. Cover material like gravel or rock fragments will be placed first

over the fabric before the stones to provide a protective covering over the fabric that dissipates the hydraulic forces, protects the fabric from extended exposure to UV radiation, and keeps it in intimate contact with the beach sediment.

Ventura County is actively planning for SLR to protect coastal resources and to minimize impacts to residents, business, and visitors. This project is in alignment with Ventura County's Resilient Coastal Adaptation Project (VC Resilience).[12] At the Board of Supervisors hearing for this project on May 20, 2025, the Ventura County Board of Supervisors adopted the proposed Local Coastal Program (LCP) Amendments to the Appendices of the Coastal Zoning Ordinance Addressing Coastal Hazards, Sea Level Rise and other Minor Amendments. On March 11, 2026, the Coastal Commission approved the amendments to the Land Use Plan and Implementation Plan to modify policies and development standards relating to coastal hazards and SLR.

VC Resilience strives to use the best available science to understand critical vulnerabilities and then to develop a balanced and forward-thinking response to SLR. In the VC Resilient Sea Level Rise Adaptation Strategies Report,[13] strategies to improve the resilience of the South Coast area, where this project is located, include coastal armor, bluff setbacks, piling columns, and sand retention. This project is an example of strengthening coastal armor.

Although shoreline armoring is the only viable alternative in this area, shoreline armoring contributes to a reduction in regional sand supply, which in effect, impacts shoreline processes and recreational beaches. Shoreline armoring can exacerbate coastal erosion problems and cause localized scour.[14] In an effort to minimize risks of future armoring, California Coastal Commission (including some Local Coastal Programs) has required applicants, in review of the coastal development permits, to study the potential for sea-level rise in the design of all development proposals and to set shoreline structures as far as back as feasible to minimize exposure to coastal hazards. In addition, measures to mitigate for the impacts of armoring are required when permitting shoreline protection devices to protect existing development from erosion. Measures include policies and programs to establish beach sand nourishment in vulnerable beaches and providing funds to programs for sand replenishment. As the proposed project proposes shoreline armoring, the proposed project will mitigate for the impacts of armoring through the proposal of the following measure:

C-1: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public access, parking

[12] https://rma.venturacounty.gov/divisions/planning/vc-resilient-coastal-adaptation-project/
[13] https://rma.venturacounty.gov/divisions/planning/sea-level-rise-adaptation-options/
[14] https://www.coastal.ca.gov/recap2/chapter5.pdf

improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.

Precipitation and Flooding

The proposed project is located within a Special Flood Hazard Area (Zone VE) subject to high velocity wave action (Figure 11).[15] Based on the Caltrans D7 Climate Vulnerability Assessment, there would be a 0-4.9% Future Percent Change in a 100-Year Storm Precipitation Depth in 2055. A 100-Year Storm has a 1% chance of occurring in any given year. The proposed project aims to restore storm-resilient infrastructure and does not change the floodplain land usage distribution in the area. There is no incompatibility in the floodplain that will adversely affect this RSP project. The proposed project would improve existing drainages as well as install overside drains to facilitate water flow during rainy seasons. These features would reduce flood risk.

Wildfire

It is expected that longer and more severe wildfire seasons will occur across California. The proposed project lies in an area mapped by CalFire as a Very High Fire Hazard Severity Zone and State Responsibility Area (Figure 12). Caltrans District 7 has mapped this portion of SR-1 as a medium level of concern in its models of future impacts of wildfire on state infrastructure. The proposed project aims to restore the existing slope and highway and will not create new facilities within areas susceptible to wildfire hazards. The project will repair the slope protection which will prevent major damage to the roadway structural sections from further erosion. Restoring and protecting the roadway will improve wildfire resiliency by providing structurally sound emergency access roads in the case of wildfire evacuation. During construction, both northbound and southbound lanes will be opened for emergency access. There may be temporary delays due to project construction. However, impacts are minor and are not anticipated to affect evacuation routes.

Temperature

The District Climate Vulnerability Assessment projects that the area will experience a 2.0-3.9°F increase in the Absolute Minimum Air Temperature in 2055 based on the RCP 8.5 Emissions Scenario. The most vulnerable users to increasing temperatures are pedestrians and bicyclists. The CRAR proposes the addition of shading structures and tree canopy to help alleviate heat and to add cover at transit stops along the project site. Because there are no transit stops and no walking paths along this project, these recommendations are not applicable.

The Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

[15] https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

Figure 11. FEMA Flood Map

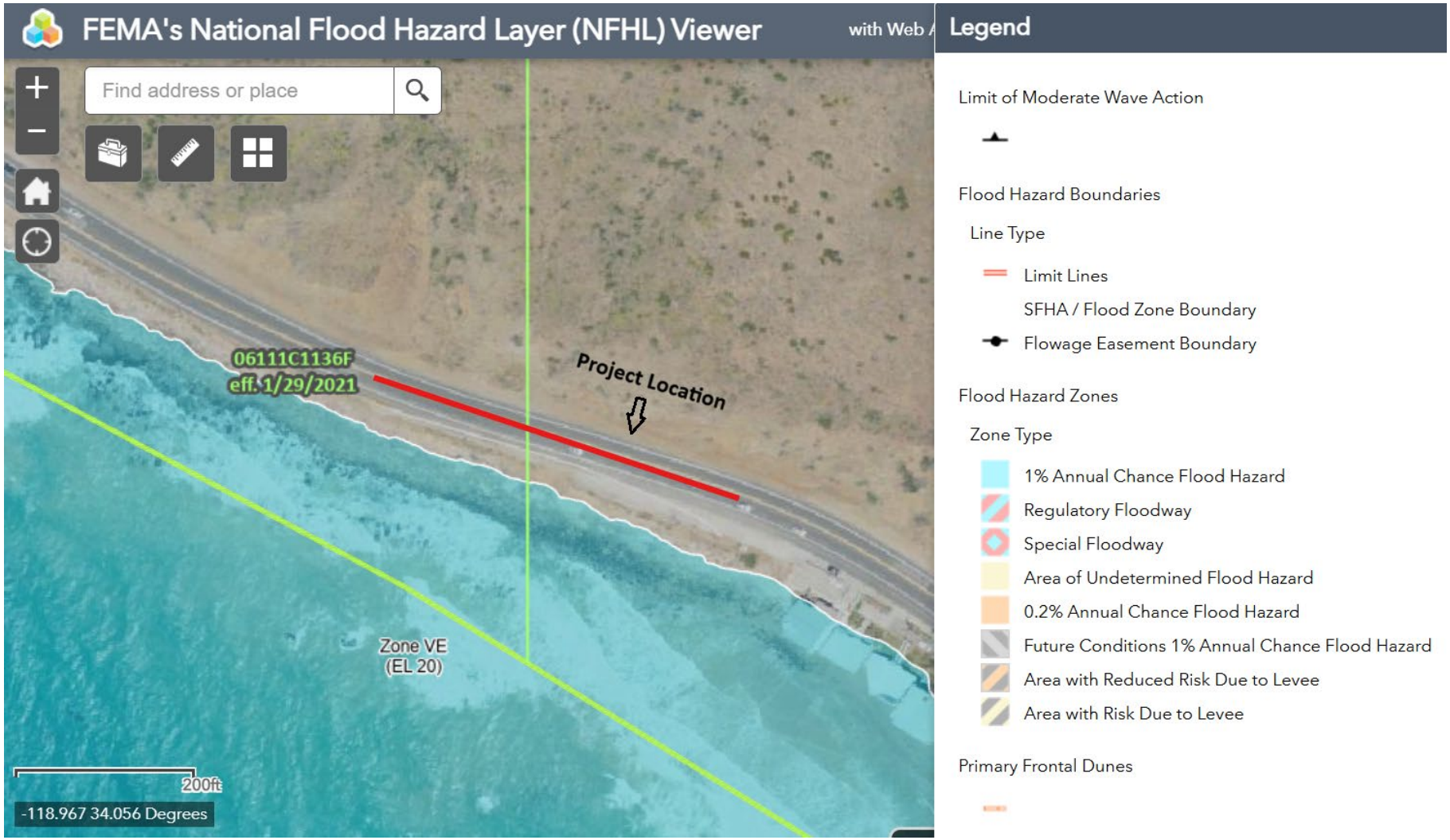
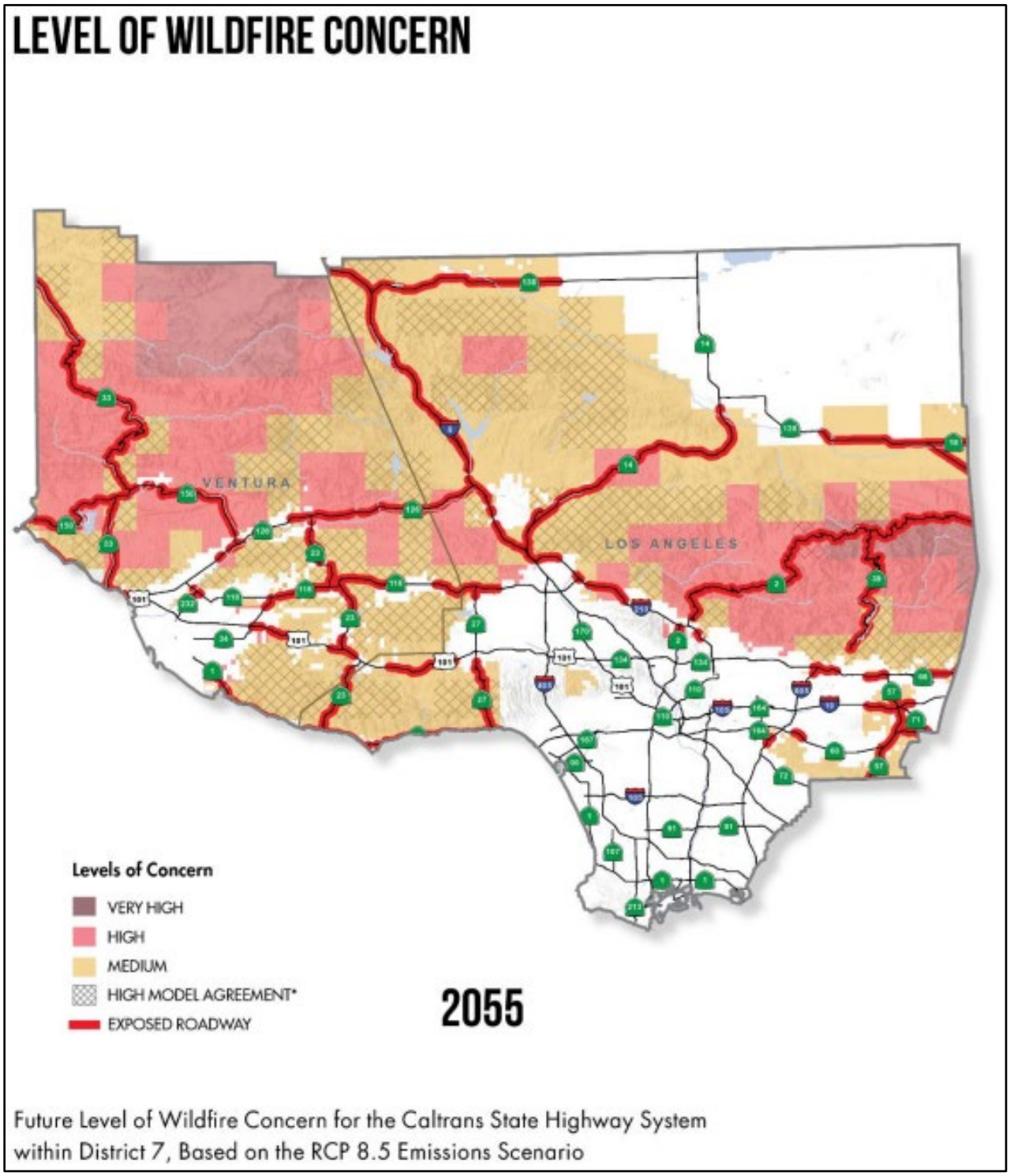


Figure 12. Future Level of Wildfire Concern for Caltrans State Highway System, District 7 Technical Report



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3.3 SENATE BILL 743/INDUCED DEMAND ANALYSIS

3.3.1 Regulatory Setting

Senate Bill 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to Senate Bill 743. The amended CEQA Guidelines add a new section on determining the significance of transportation impacts, and generally specify VMT as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of Senate Bill 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" and "Transportation Analysis under CEQA," along with other information can be found on the Caltrans Senate Bill 743 website.

This proposed project is a type of project identified by the "Transportation Analysis under CEQA" as a project not likely to lead to a measurable and substantial increase in VMT. The build alternative proposes pavement rehabilitation and RSP, which will not modify motor vehicle capacity and/or make any changes to traffic speed or volume. Therefore, an induced demand analysis is not required.

3.4 WILDFIRE

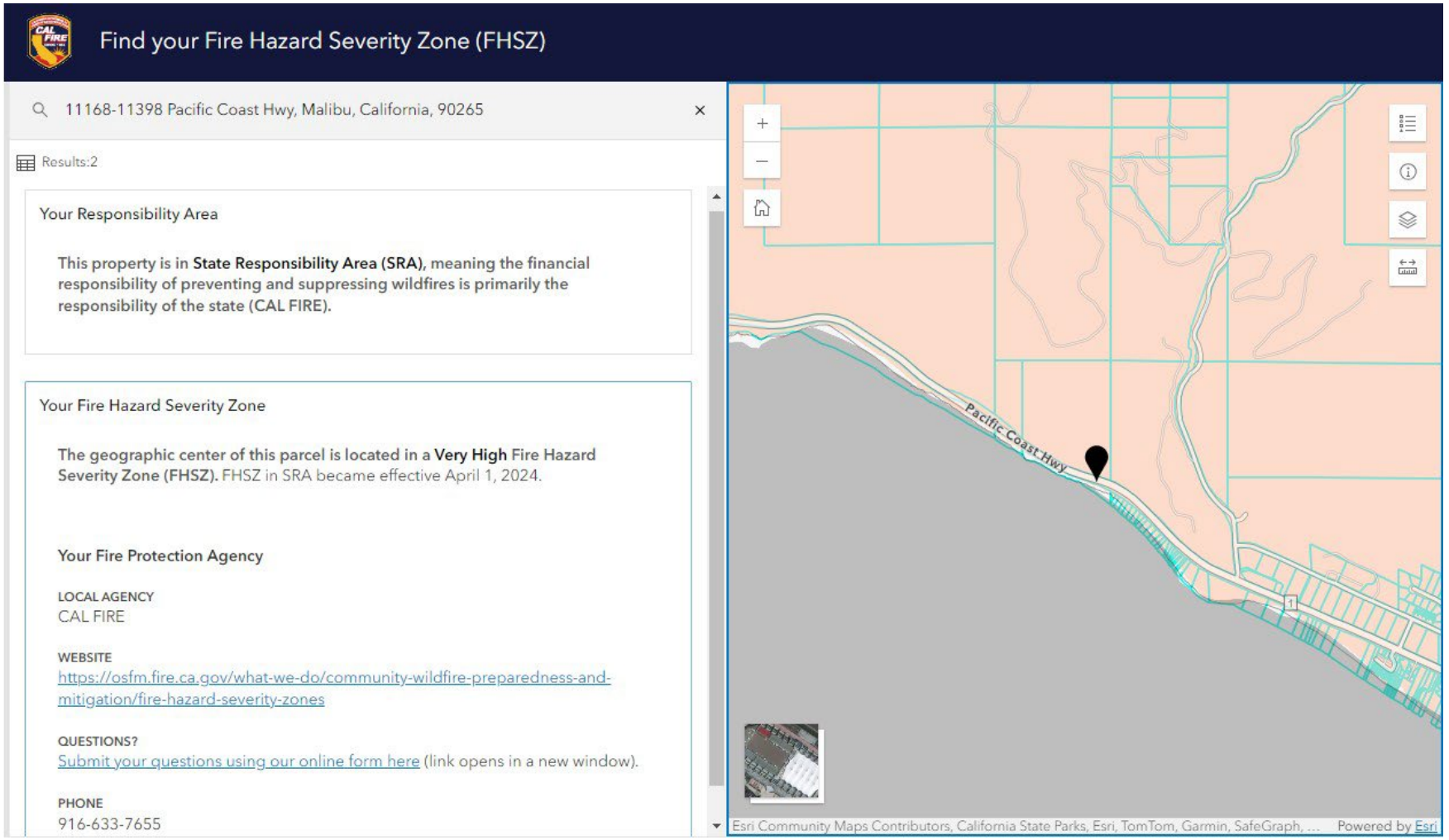
3.4.1 Regulatory Setting

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the CEQA Guidelines expanded this to include projects "near" these very high fire hazard severity zones.

3.4.2 Affected Environment

According to the CalFire Fire Hazard Severity Zone database, the proposed project area is in a Very High Fire Hazard Severity Zone in the State Responsibility Area (Figure 13).

Figure 13. Proposed Project in a Very High Fire Hazard Severity Zone



3.4.3 Environmental Consequences

No-Build Alternative

The no-build alternative will not modify the current alignment and/or rock slope and the existing area will remain the same. There will be no changes in severity to fire hazards from the current situation.

Build Alternative

During construction, the proposed project will close one lane to conduct work on the southbound shoulder. The project team will coordinate with emergency personnel to ensure evacuation and emergency response plans will be implemented as efficiently as possible, should an evacuation/emergency event occur during project construction.

After construction, the proposed project will not have any potential to exacerbate wildfire risks as this is a RSP project by the coast. The southbound shoulder will be repaved, but it is already an existing alignment and will not facilitate additional automotive and truck traffic and/or human traffic compared to the current conditions. There will be no landscaping involved.

The proposed project will protect current electrical poles in place and will not install new infrastructure where there is not currently one in place. Therefore, there are no fire risks associated with new infrastructure that could exacerbate fire risks.

The proposed project will not expose people or structures to significant risks since it is not on a new alignment and it is a RSP project that is adjacent to the ocean. Therefore, there are no fire risks associated with exposing people or structures to significant risks.

The proposed project will provide the highway protection from coastal erosion, which is a net potential benefit for emergency evacuation and emergency response facilitation. Otherwise, there will be a potential for slope failure, which would impede access and use of the facility.

3.4.4 Avoidance, Minimization, and/or Mitigation Measures

Wildfire risks are not anticipated to be increased due to the proposed project. Therefore, no avoidance, minimization, and/or mitigation measures are warranted. Caltrans will continue to collaborate with local emergency services to minimize impacts to emergency response during the Design phase. Please see Transportation Section under 2.1 Resource Topics Dismissed From Analysis for more information regarding emergency response.

3.5 CUMULATIVE IMPACTS

3.5.1 Regulatory Setting

Under CEQA (Guidelines Section 15355), "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

3.5.2 Resources Considered for Cumulative Impact Analysis

The following resources have not been carried forward for a detailed cumulative impact analysis because there are no impacts on the proposed project:

Aesthetics – The proposed project will repair and add onto the original rock slope revetment that was existing prior to the proposed project. Caltrans will use similar material. Therefore, there are no potential cumulative impacts related to aesthetics.

Agriculture and Forestry Resources – There are no agricultural lands or forest lands, timberland, or timberland production within the project limits. Therefore, there are no potential cumulative impacts related to agriculture and forestry resources.

Cultural Resources – There are no cultural resources recorded within the project footprint. Therefore, there are no potential cumulative impacts.

Geology and Soils – There are no substantial adverse effects such as ground shaking, ground failure, landslides, liquefaction, etc. that are caused by the proposed project. The hazards will exist even without the proposed project. The proposed project is on artificial fill and it is not

anticipated that paleontological resources will be impacted during construction of the project. Therefore, there are no potential cumulative impacts related to geology and soils.

Land Use and Planning – The proposed project is adjacent to the coast and will not divide any established communities. It will not cause significant environmental impacts due to a conflict in any land use plan, policy, or regulation since it is a RSP project intended to protect the highway. Therefore, there are no potential cumulative impacts.

Mineral Resources – The proposed project will not require substantial excavation and will primarily be improving upon the slope where there is already existing RSP. Therefore, mineral resources will not be impacted and there are no potential cumulative impacts due to the proposed project.

Population and Housing – The proposed project will not propose new homes or businesses or extend roads or other infrastructure. The project will repair the existing slope and protect the highway from collapse. There are no existing people or housing that will be displaced by the proposed project. Therefore, there are no cumulative impacts related to population and housing.

Recreation – The proposed project will not increase the use of existing neighborhood or regional parks or other recreational facilities, or include recreational facilities or require construction or expansion of recreational facilities. The proposed project will repair the rock slope revetment that is already existing; therefore, there are no cumulative impacts associated with recreation.

Tribal Cultural Resources – There are no tribal cultural resources within the project vicinity. Therefore, there are potential cumulative impacts related to tribal cultural resources.

The proposed project will have less than significant impacts to the following resources, and therefore, they are being carried forward for a detailed cumulative analysis in Table 3-4 below:

Table 3-4. Resources Warranting Detailed Cumulative Analysis

Resource Area	Reason Included in Cumulative Analysis	Resource Study Area
Air Quality	Temporary impacts on air quality	Ventura County
Biological Resources	Temporary impacts on natural communities and jurisdictional waters	Natural communities adjacent to the project site
Coastal Resources	Impacts on sea-level rise	Ventura and Los Angeles County coastline

Resource Area	Reason Included in Cumulative Analysis	Resource Study Area
Energy	Energy consumption during construction	Local Energy Grid
GHG emissions	Temporary increase in GHG emissions during construction	Southcoast Central Coast Air Basin
Hazards and Hazardous Waste Materials	Potential to encounter expected and unexpected contaminants during construction-related soil disturbance activities	5-mile radius from project site
Hydrology and Water Quality	Temporary impacts on water quality	Miscellaneous Ventura County Coastal Watershed Management Area
Noise	Temporary Construction Noise	1-mile radius from project site
Public Services	Temporary impacts to emergency response times to public service facilities	1-mile radius from project site
Transportation	Temporary impacts on emergency access	1-mile radius from project site
Utilities and Service Systems	Temporary construction impacts to water supplies, wastewater treatment, and solid waste disposal	5-mile radius from project site
Wildfire	Temporary impacts to emergency response plans and evacuation routes	5-mile radius from project site

3.5.3 Resource-by-Resource Cumulative Impact Analysis

Table 3-5 displays a list of past, present, and probable future projects within 5-mile radius from the project site. Because the proposed project is small and localized, it is not anticipated that the project will contribute to cumulatively considerable impacts and only projects within 5-mile radius were reviewed.

Table 3-5. Past, Present, and Probable Future Projects within a 5-Mile Radius of the Proposed Project[16]

Type of Project	Location	Project Description	Status	Impacts Contributing to Cumulative Condition
Fish Passage Bridge Project	Little Sycamore Bridge, PM 1.2	Replace fish barrier (bridge)	Environmental Phase	Temporary and permanent impacts to natural communities and listed species.
Pedestrian Hybrid Beacon (PHB) Signal	Neptune's Net	Add pedestrian crossing signals	Construction	No impacts because project will be complete before construction of proposed project.
Rock Scaling and Drapery	VEN-1, PM 6.5/7.3	Conduct Rock Scaling or Drapery on the slopes	Design Phase	Temporary and permanent impacts to coastal vegetation.
Pavement Rehabilitation	VEN-1, PM 4.4/9.7	Conduct cold-plane overlay	Complete	No impacts because project is complete.
Signs and Striping	VEN-1 PM 2.0/10.0	Add Signs and Striping to the VEN-1	Design Phase	No impacts because project will be complete before construction of proposed project.
Permanent Slope Restoration	VEN-1 PM 4.0/4.2	Construct secant-pile wall and restore slope	Complete	Temporary and permanent impacts to coastal vegetation.

[16] https://rma.maps.arcgis.com/apps/webappviewer/index.html?id=b8ad6075638a40f8bf9c7ec4897fb825

Type of Project	Location	Project Description	Status	Impacts Contributing to Cumulative Condition
Secant-Pile Wall	VEN-1, PM 5.0/5.2	Construct secant-pile wall	Environmental Phase	Temporary and permanent impacts to natural communities, listed species, coastal vegetation and shoreline processes
Big Sycamore Bridge	VEN-1, PM 4.0/4.4	Replace bridge, RSP, and seawall.	Environmental Phase	Studies are in early phases.
Stairway	VEN-1, PM 3.3	Construction stairway for pedestrian access.	Design Phase	Temporary and permanent impacts to coastal vegetation.
Roundabouts	LA-1, PM 58.4/59.9	Construct roundabouts on LA-1.	Design Phase	Temporary and permanent impacts to transportation.
Planned Development	North of project site	Reconstruction of camp facilities.	Pending	Temporary impacts to water quality, public utilities, and coastal vegetation.
Planned Development	North of Solromar	Demolition of existing house for construction of a new house and related infrastructure.	Pending	Temporary impacts to water quality, public utilities, and coastal vegetation.
Planned Development	On Houston Rd north of project site	Construction of accessory dwelling unit and covered patio.	Pending	Temporary impacts to water quality, public utilities and service systems, and coastal vegetation.
Lot Line Adjustment	On Yerba Buena Rd north of project site	Drilling of exploratory water well and lot line adjustment.	Pending	Temporary impacts to water quality and public utilities and service systems.

Type of Project	Location	Project Description	Status	Impacts Contributing to Cumulative Condition
Site Plan Adjustment	On Yellow Hill Rd north of project site	Construction of a private driveway.	Approved	Temporary impacts to coastal vegetation.
Planned Development	North of project site	Development of vacant parcel to single-family residence and garage.	Pending	Temporary impacts to water quality, public utilities and service systems, and coastal vegetation.
Planned Development	North of project site	Development of parcel to single-family residence, garage, and pool.	Pending	Temporary impacts to water quality, public utilities and service systems, and coastal vegetation.
Planned Development	North of project site	Construction of new swimming pool, pool deck, and cabana.	Pending	Temporary impacts to coastal vegetation.

Air Quality – The cumulative setting for air quality is Ventura County. The study area is appropriate for air quality because it is the metropolitan area for the proposed project in which specific standards for air pollutants are enforced. The existing cumulative condition for air quality is acute for Ventura County. Ventura County is a federal attainment area of PM2.5 and PM10 standards, and nonattainment for federal ozone standards. For all other criteria pollutants, the County is designated as attainment and/or unclassified (an area that cannot be classified on the basis of available information). However, the proposed project is a part of SHOPP which is included in the latest conforming 2024-2050 RTP/SCS and 2025 FTIP. Cumulative impacts from the proposed project are not expected to be substantial because there are no operational air quality impacts as a result of the proposed project. Air quality impacts from past, present, and reasonably foreseeable projects within 5-mile vicinity of the project are minimal and do not contribute to air quality concerns operationally. Air quality impacts are temporary for all projects within 5 miles of the proposed project and will cease when construction ends. Temporary impacts would be minimized through compliance with standard regulations required by the VCAPCD. Project contributions to cumulative air quality impacts would not be cumulatively considerable.

Biological Resources – The cumulative setting is considered the natural communities adjacent to the project site. The study area is appropriate because the proposed project footprint is

limited to the habitat and natural community adjacent to the proposed project. Black abalone is listed as an endangered species under the Federal Endangered Species Act (FESA) since 2011. As such, the existing cumulative condition is acute and black abalone populations are vulnerable to project impacts. However, Caltrans biologists surveyed the project area and found no presence of black abalone within the project footprint. Therefore, there will be no impacts to black abalone as a result of the proposed project. In addition, past, present, and reasonably foreseeable projects within five miles of the project vicinity do not have impacts to black abalone. Therefore, project contributions to cumulative impacts would not be cumulatively considerable.

Coastal Resources (Shoreline Processes) – The cumulative setting is the Ventura County and Los Angeles County coastline. The study area is appropriate because the proposed project is located on the Ventura County coastline, in close proximity to Los Angeles County coastline. Shoreline processes that occur within this area would indirectly impact shoreline processes up and down the coast. The existing cumulative condition is acute because shoreline armoring has been permitted in the region to protect coastal dependent uses, existing structures, and/or public beaches since the 1970s. Approved development in high shoreline erosion and wave hazards were likely to be armored. Based on the CCC's Regional Cumulative Impact Assessment[17], roughly 45 percent of the project area shoreline is affected by armoring. Shoreline armoring impacts shoreline processes and regional sand supply and is a prime contributor to stronger wave run-ups and more frequent coastal hazards. In an effort to minimize the impacts of shoreline armoring, authorizations for present day shoreline protection devices are only permitted to protect existing development. Planned development must conduct coastal hazards assessment to explore alternatives most adaptive to sea-level rise. Consequently, a Coastal Hazards Analysis was prepared for the proposed project in October 2025, and the results indicated that the RSP would be most adaptable to sea-level rise. However, RSP is still considered shoreline armoring and impacts shoreline processes/regional sand supply. In addition, shoreline armoring is still very prevalent in past, present, and reasonably foreseeable projects within 5-mile radius of the proposed project and the effects of coastal armoring will be cumulatively considerable for the project. Nevertheless, multiple alternatives were explored and RSP was determined to provide the most net benefits to the highway and be the most adaptive to sea-level rise. The proposed project would mitigate for the adverse impacts of shoreline armoring through the following measure:

C-1: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public access, parking improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.

Energy – The cumulative setting is considered the local energy grid that serve the project area. The primary energy providers in Ventura County are Southern California Edison, Clean Power Alliance, and SoCalGas. The study area is appropriate because energy impacts to the specific energy supply/distribution center can cause cumulative impacts if multiple projects are accessing energy at the same time, especially during peak periods. Currently, the state's transportation sector accounts for 42 percent of California's total energy consumption.[18] The cumulative condition for energy consumption, similar to the air quality impacts, are acute in the existing region. However, the proposed project is not a widening project and will not impact energy consumption permanently. In addition, there are no projects within the 5-mile vicinity

[17] https://www.coastal.ca.gov/recap2/chapter5.pdf
[18] https://www.eia.gov/states/CA/analysis

that will go into construction at the same time as the proposed project. All past, present, and future projects within the vicinity are minor development projects that will not impact energy operationally. No operational impacts to energy consumption are anticipated after the projects are complete. Therefore, all energy consumption impacts are temporary and are not cumulatively considerable.

GHG Emissions – The cumulative setting is considered the South Central Coast Air Basin, similar to the setting for the air quality impacts on a regional scale. This study area is appropriate because the South Central Coast Air Basin contains all GHG emissions from all past, present, and reasonably foreseeable projects. The cumulative condition is acute for the area, similar to the setting for Air Quality impacts. However, the proposed project will not contribute to GHG emissions operationally and GHG impacts will cease once construction is complete. There are no planned projects within the 5-mile radius that will be in construction at the same time period. In addition, all past, present, and future projects within 5-mile vicinity of the project are minor developments that will not increase GHG operationally. Therefore, there are no cumulatively considerable GHG emission impacts as a result of the proposed project.

Hazards and Hazardous Waste Material – The cumulative setting of the proposed project is the 5-mile radius from the project site, and this study area is appropriate because impacts from all highway projects within 5-miles can contribute to potentially cumulatively considerable impacts to hazardous waste since the accumulated waste will be similar in nature. The existing cumulative condition of the proposed project is not acute. However, the existing area of the proposed project may contain hazardous waste/materials, including ACMs and LBP in structures to be displaced as part of the build alternative, and petroleum products in soil and ground water from historical uses. If found in the area, hazardous waste/materials would be treated, handled, and disposed of in accordance with federal, state, and local regulations to minimize potential impacts. There will be no proposed projects happening at the same time during construction within the 5-mile radius of the project and it is not anticipated that any of the past, present, and reasonably foreseeable projects will impact hazardous waste considerably as they are in compliance with standard regulations and are regulated by the City and Coastal permitting processes. Therefore, project contributions to cumulative impacts would not be cumulatively considerable.

Hydrology and Water Quality – The cumulative setting is the Miscellaneous Ventura County Coastal Watershed Management Area which is the watershed in which the proposed project is located in. This study area is appropriate for the proposed project because project contributions to water quality impacts within the watershed could lead to cumulative impacts. Although the water quality may have been impaired by several types of pollutants due to planned development, present and reasonably foreseeable future projects would be required to comply with standard regulations and permits, which would minimize or avoid potential cumulative impacts on the watershed. The project would be designed in accordance with Caltrans' Statewide NPDES Storm Water Permit and related stormwater requirements, which would minimize the potential for water quality impacts. In addition, these impacts from the proposed project and the planned development from the past, present, and reasonably

foreseeable projects are temporary and will cease once construction ends. Therefore, project contributions to cumulative impacts would not be cumulatively considerable.

Noise – The cumulative setting is a 1-mile radius around the project location. The study area is appropriate for the proposed project because it is unlikely that noise impacts will travel further than one mile. The existing condition is not acute. There are no planned projects that will occur within 1-mile radius within the same time period as the proposed project. During construction, temporary noise levels will increase for the project, but will cease once project construction is complete. The additional noise levels created by the proposed project are minimal and will not contribute to the overall noise levels once construction is complete. With the implementation of Caltrans Standard Specifications and Nonstandard Special Provisions (if there is pile driving or Cast-In-Drilled-Hole piles to construct the cofferdam), the impacts are less than significant and are not cumulatively considerable.

Public Services – The cumulative setting is a 1-mile radius around the project location. The study area is appropriate for the proposed project because emergency response times will be most affected around the project location. The existing condition is not acute as there is no planned construction happening within 1-mile of the project site. There are no proposed projects within 1-mile radius of proposed project that will be constructed at the same time and the both travel lanes (northbound and southbound) will be fully operational during construction. Therefore, there are no cumulatively considerable impacts to emergency response ratios for public services anticipated.

Transportation – The cumulative setting is 1-mile radius from the project site. The study area is appropriate for the proposed project because impacts to emergency access will be most prominent within 1-mile radius of the project site. The existing condition is not acute. There are no planned projects occurring at the same time within 1-mile of the proposed project. In addition, both travel lanes will remain open for emergency access during construction. Once construction is complete, the roads will return to original condition. Therefore, there are no cumulatively considerable impacts related to transportation and emergency access.

Utilities and Service Systems – The cumulative setting is a 5-mile radius from the proposed project. The study area is appropriate for the proposed project because utilities and service systems are likely to serve projects within the same area. The existing condition is not acute. Past, present, and future projects within 5-mile vicinity of the proposed project are minor development projects and will comply with solid waste disposal and management regulations. Therefore, it is unlikely that the proposed project will contribute to cumulatively considerable impacts related to solid waste disposal. In addition, impacts are only temporary and will cease once construction ends. Therefore, there are no cumulatively considerable impacts associated with utilities and service systems.

Wildfire – The cumulative setting is State Route 1. The study is appropriate for the proposed project because this is the main route for evacuation for residents and businesses by the coast. The existing condition is not acute. During construction, there may be temporary delays in emergency response due to the closure of one southbound lane. The effects of the delay will be

most intensified within the 5-mile radius of the project site. However, travel lanes in both directions will remain operational throughout the duration of construction. It is not anticipated that the proposed project will contribute to cumulatively considerable impacts related to emergency evacuation as the road will remain open during construction and there are no other proposed projects within 5-miles occurring at the same time. Caltrans will work with emergency personnel during the design phase to ensure that the proposed project will not interfere with emergency and evacuation plans.

3.6 CEQA ENVIRONMENTAL CHECKLIST

The proposed project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. NEPA requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.6.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
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
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?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

CEQA Significance Determinations for Aesthetics

No Impact

a, b, c, d) The Build Alternative will not have a substantial adverse effect on a scenic vista. It will not substantially damage scenic resources including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, and will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. SR-1 is a officially designated California Scenic Highway. Caltrans licensed Landscape Architect has determined that the project will have negligible or very minor visual changes to the scenic route based on the results of the Visual Impact Assessment (Caltrans, 2024). The alternatives will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The project scope does not include the addition of light.

3.6.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Question	CEQA Determination
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 for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	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

CEQA Significance Determinations for Agriculture and Forestry Resources

No Impact

a, b, c, d, e) There are no farmland and/or agricultural resources within the project area. Therefore, the project will not convert Prime Farmland, Unique Farmland or Farmland of Statewide importance to non-agricultural use and does not conflict with zoning for agricultural use or a Williamson Act contract. The project does not result in the loss of forestland or conversion of forest land to non-forest use and does not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The project does not 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.

3.6.3 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. Would the project:

Question	CEQA Determination
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?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

CEQA Significance Determinations for Air Quality

No Impact

a, b, c) The Build Alternative will not conflict with or obstruct implementation of any applicable air quality plan as it is not expected to increase air quality pollutants permanently. The proposed project is a RSP project that proposes rehabilitation, reduce the effects of coastal erosion, and ensure public safety. The project does not increase roadway capacity. Therefore, it is not anticipated that the project will cause a considerable net increase in any criteria air pollutants. In addition, the proposed project will not expose sensitive receptors to substantial pollutant concentrations as temporary pollutants will be limited to primarily the project work site.

Less than Significant Impact

d) Construction of the Build Alternative may result in temporary objectionable odors related to operation of diesel-powered equipment and off-gas emissions during road-building activities. These emissions would generally be limited to the project site and will cease once project construction is complete. The Ventura County Air Pollution Control District (VCAPCD) limits the amount of Volatile Organic Compound (VOC) emissions from all construction operations. Caltrans will comply with all VCAPCD and regional air quality guidelines in addition to all standard best management practices for air quality control including but not limited to performing work 500 feet away from sensitive receptors, minimizing idling of construction equipment, and implementing dust control measures. With the incorporation of the minimization measures, the project will have a less than significant impact on air quality. Please see **AQ-1** to **AQ-11** in Appendix B – Avoidance, Minimization, and/or Mitigation Summary for more information on measures proposed to reduce air quality impacts.

3.6.4 Biological Resources

Would the project:

Question	CEQA Determination
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 NOAA Fisheries?	No Impact
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
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?	No 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

CEQA Significance Determinations for Biological Resources

No Impact

a, c, d, e, f) The proposed project will not have no impact on any species identified as candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), or NOAA Fisheries. The only species that can potentially occur within the project footprint is the black abalone, which is a listed species under CDFW and USFWS. However, during a focused species survey, black abalone was found to be absent from the project footprint. Therefore, there are no substantial adverse effects anticipated for the species as a result of the project. In addition, there are no state or federally protected wetlands in the project footprint. Therefore, there are no substantial adverse effects on state or federally protected wetlands as a result of

the project. The proposed project is by the coast and will not interfere substantially with the movement of native resident or migratory fish or wildlife species. It will not impact migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, there is no impact. The proposed project will not remove any trees or impact any protected species and therefore, it will not conflict with any local policies or ordinances protecting biological resources and will not conflict with provisions of adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or state habitat conservation plan. There is no impact.

Less Than Significant Impact

b) The proposed project overlaps with suitable habitat for black abalone and Essential Fish Habitat (EFH)– Groundfish and Coastal Pelagic. There will be less than significant impacts to the sensitive natural communities since the proposed project is replacing the old RSP with new RSP on top of the slope revetment. Based on the surveys, there were no candidate, threatened, and/or endangered species observed within the project footprint. The new RSP will replace the old RSP as new habitat. Therefore, there is no substantial adverse effect on the sensitive natural communities and the impacts are less than significant. The following measures are proposed to ensure any potential impacts to natural communities are minimized, as much as feasible:

BIO-1: All applicable Stormwater and Construction Site Best Management Practices (BMPs) shall be implemented and maintained for the duration of construction to avoid impacts to water quality and/or jurisdictional waters.

BIO-2: A biological monitor shall observe construction activities on an as-needed basis to ensure compliance with all avoidance and minimization efforts. The biological monitor shall document and photograph work activity as well as any impacts to the rocky intertidal zone during construction activities.

BIO-3: Gravel bags and silt fences shall be used, where required, as a barrier between construction activities and the tidal area to ensure construction material does not enter the ocean.

3.6.5 Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

CEQA Significance Determinations for Cultural Resources

No Impact

a, b, c) Based on the Historic Property Survey Report conducted for the proposed project, there are no recorded historic resources within the Area of Potential Effects. Therefore, it is not anticipated that the project will cause a substantial adverse change to historical resources, archaeological resources, and/or cause a disturbance to any human remains.

3.6.6 Energy

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

CEQA Significance Determinations for Energy

No Impact

b) The proposed project is a RSP project that will not increase capacity of the roadway and therefore, it does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Less Than Significant Impact

a) During construction, there will be a less than significant impact to energy consumption due to the operation of large construction vehicles and equipment. This is temporary and will cease once construction ends. There are no permanent impacts as there are no energy impacts during the operation of the project. Section 3.6.8 GHG Emissions also provides implementation measures targeted to reduce GHG emissions and resulting energy consumption. Please refer to 3.2 Climate Change for more information.

3.6.7 Geology and Soils

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.	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
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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

CEQA Significance Determinations for Geology and Soils

No Impact

a i, iv) The proposed project will not directly or indirectly cause potential substantial adverse effects including the risk of loss, injury, or death involving rupture of a known earthquake fault, as the proposed project is not on the Alquist-Priolo Earthquake Fault. Though landslide hazards are prevalent upslope of the Pacific Coast Highway, the construction of the proposed project and the proposed project itself will not directly or indirectly cause potential substantial adverse effects related to landslides.

a ii, iii) The proposed project has no impact on strong ground shaking or seismic-related ground failure. The same hazards exist with or without the proposed project. Caltrans will ensure design of proposed slope restoration is performed in accordance with current Caltrans Seismic Design Criteria (SDC2.1) and the most current established standards of practice geotechnical

investigations, design, and reporting to ensure impacts are minimized, as much as feasible. Please refer to Geology/Soils/Seismic/Topography section for further information.

b, d, e) There will be no substantial soil erosion or loss of topsoil anticipated. Should the proposed project be constructed, it will protect and prevent the loss of top soil. The proposed project is not located on expansive soil, and will not create substantial direct or indirect risks to life or property. The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. There will be no septic tanks or wastewater disposal systems installed as a part of the project. Therefore, there will be no impacts.

c) The proposed project will not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The same hazards exist with or without the proposed project. Design related to the slope restoration will follow the most currently established standards of practice geotechnical investigations, design, and reporting. Liquefaction hazard and potential displacements will be addressed during the design phase. Please refer to the Geology/Soils/Seismic/Topography section for more information.

f) The proposed project is not in a paleontologically sensitive area and it is unlikely that construction will reach the excavation depth required to discover paleontological resources. It is not anticipated that the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The proposed project will incorporate the following minimization measure to ensure that paleontological resources are not adversely impacted:

PAL-1: If unanticipated paleontological resources are discovered at the job site, do not disturb the resources and immediately:

1. Stop all work within a 60-foot radius of the discovery
2. Secure the area
3. Notify the Engineer (RE)

Please see **GEO-1** to **GEO-3** in Appendix B – Avoidance, Minimization, and/or Mitigation Measures for all measures used to minimize and avoid impacts.

3.6.8 GHG Emissions

Would the project:

Question	CEQA Determination
a) Generate GHG 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 GHGs?	Less Than Significant Impact

CEQA Significance Determinations for GHG Emissions

Less Than Significant Impact

a, b) While the proposed project may result in increase in GHG emissions during construction, the project will not result in an increase in operational GHG emissions and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases during operation. With implementation of construction GHG-reduction measures, the impact would be less than significant. The following measures will be implemented for the proposed project and can also be found in 3.2 Climate Change Section of the document:

AQ-1: Construction contractor must comply with Caltrans Standard Specifications in Section 14-9: this includes Section 14-9.02, which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances and non-standard special provision 14-9.05, which mandates compliance and assigns responsibility to contractors.

GHG-1: Schedule truck trips outside of peak morning and evening commute hours.

GHG-2: Maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies for improved fuel efficiency from construction equipment.

GHG-3: Maximize use of recycled materials and reduce construction waste.

GHG-4: Where available, it is recommended that materials within a local radius of the project area and/or locally available building materials be utilized.

GHG-5: Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.

GHG-6: Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials.

GHG-7: Produce HMA using warm mix technology.

GHG-8: Improve drainage systems to adapt to localized flooding risks.

GHG-9: Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.

3.6.9 Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
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?	Less Than Significant 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?	No 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
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

CEQA Significance Determinations for Hazards and Hazardous Materials

No Impact

c, d, e, g) The proposed project is not within one-quarter mile of an existing or proposed school. Therefore, there will be no impacts to schools within a quarter mile of the construction zone. The site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not pose a significant hazard to the public and environment. The site is also not within an airport land use plan or within two miles of a public airport. As such, the proposed project will not have any direct safety hazard impacts to nearby schools, the public, or airport facilities. The project will not exacerbate wild land fires that may cause significant risk of loss and injury to people and/or structures. Please see Section 3.4 Wildfire for more information.

Less Than Significant Impact

a, b, f) The Build Alternative will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. It will not 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. The disposal of construction material and waste is subject to the regulations of Comprehensive Environmental Response Compensation and Liability Act (CERCLA) of 1980 and the Resource Conservation and Recovery Act (RCRA) of 1976 and California Health and Safety Code.

The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. During construction, the southbound lane may be closed for construction. However, travel lanes in both directions will still be operational for public use. It is not anticipated that there will be significant impacts to emergency response and emergency evacuation plans. Coordination with local agencies will occur to reduce emergency response impacts as much as feasible. After construction, no impacts to emergency services will remain. A Transportation Management Plan will be prepared to address emergency services during the design phase. The following measure will be implemented prior to construction to minimize impacts to emergency response and evacuation:

T-1: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.

3.6.10 Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- 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

CEQA Significance Determinations for Hydrology and Water Quality

No Impact

b, c, ci, cii, ciii, civ, d, e) The proposed project will not decrease groundwater supplies as it will not use groundwater for the project. It will not alter the existing drainage patterns, or cause substantial erosion, or increase surface runoff, or contribute to runoff water, or impede or redirect flows because the proposed project is a permeable surface that is not anticipated to alter the flow of water. There are no additional modifications to the drainage as the drainage system was already existing prior to the proposed project. Therefore, the proposed is not anticipated to result in substantial erosion or siltation on- or off-site, substantially increase rate of surface runoff, create or contribute to runoff water, and/or impede or redirect flood flows since there are no modifications anticipated to drainage flows. The proposed project will not risk release of pollutants during flood hazards, tsunamis, or seiche zones as it is a RSP project and it will not conflict with or obstruct implementation of water quality control plans. The

proposed project will follow the requirements of the Section 401 Water Quality Certification and Water Pollution Control Plan which is consistent with the water quality control plans.

Less than Significant Impact

a) The proposed project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. A Section 401 Water Quality Certification will be required during the design phase to ensure water quality standards and discharge requirements are met during construction. Therefore, it is anticipated that there will be a less than significant impact to water quality standards.

3.6.11 Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
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

CEQA Significance Determinations for Land Use and Planning

No Impact

a) The proposed project will not physically divide an established community as it is adjacent to the Pacific Ocean. Therefore, there is no impact.

b) The proposed project will not cause a significant environmental impact due to conflict with land use plan, policy, or regulation as the main purpose of the project is to protect the state highway facility from coastal erosion. The proposed project will minimize risks to coastal sea level rise, as much as applicable, with the design implemented as recommended by the Coastal Hazards Analysis. See Section 1.5 Alternatives Considered But Eliminated from Further Discussion for a discussion on alternatives considered prior to the results of the Coastal Hazards Analysis. Since the proposed project is within a coastal zone, coastal policies were also analyzed, and the proposed project is consistent with the policies. See 2.2.1 Coastal Zone for the coastal policy analysis for the proposed project. With the implementation of the following measure, the project is consistent with the land use policies, regulations, etc. for purpose of avoiding or mitigating an environmental effect.

C-1: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public access, parking improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.

3.6.12 Mineral Resources

Would the project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a 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

CEQA Significance Determinations for Mineral Resources

No Impacts

a, b) The proposed project will not result in the loss of known mineral resources or availability of a locally important mineral resource as there is minimal excavation anticipated for the project, and therefore no known mineral resources would be lost. There will be no impacts to mineral resources due to the nature of the proposed work, which is within previously disturbed areas and within the existing roadway. The proposed project will not result in the loss of availability of a locally important mineral resource recovery site.

3.6.13 Noise

Would the project result in:

Question	CEQA Determination
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?	Less Than Significant Impact
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 nautical 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

CEQA Significance Determinations for Noise

No Impact

c) The proposed project is not in the vicinity of a private airstrip or an airport land use plan and will not expose people residing or working in the project area to excessive noise levels. Therefore, there is no impact.

Less than Significant Impact

a, b) The proposed project is not expected to generate substantial or permanent increase in ambient noise levels in excess of standards established by the local plan or ordinance or generate excessive groundborne vibration or groundborne noise levels. During construction, temporary noise levels will be regulated by Standard Specifications Section 14-8.02, Sound Control Requirements, which requires that overnight construction noise levels should not exceed sustained 86dBA at 50 feet from job site activities. Noise levels generated during construction shall comply with applicable local, state, and federal regulations. After construction, all noise created by the proposed project will cease. However, if during construction, pile driving or Cast-in-Drilled-Hole piles are needed for the cofferdam, the following measure will ensure impacts are minimized as much as feasible:

N-2: If pile driving or Cast-In-Drill-Hole piles is required for the construction of the cofferdam, a Technical Construction Noise Report and a Noise Control Plan is required for the proposed project. A Nonstandard Special Provisions (nSSPs) may also be required for the proposed project to address sensitive residential land uses in the vicinity.

3.6.14 Population and Housing

Would the project:

Question	CEQA Determination
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

CEQA Significance Determinations for Population and Housing

No Impact

a, b) The proposed project will not induce substantial unplanned growth or displace substantial numbers of existing people or housing. The proposed project will replace RSP in an area where there is already existing RSP. Therefore, there is no impact.

3.6.15 Public Services

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 following public services:

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	Less Than Significant Impact
d) Parks?	Less Than Significant Impact
e) Other public facilities?	Less Than Significant Impact

CEQA Significance Determinations for Public Services

Less than Significant Impact

a, b, c, d, e) The proposed project will not result in substantial adverse physical impacts associated with new or physically altered governmental facilities, and would not cause significant environmental impacts related to fire protection, police protection, schools, parks, and other public facilities. The proposed project is improving upon a rock slope revetment that is already existing in the area. This will not alter and cause substantial adverse impacts to the site. However, during construction, the southbound lane will be closed to construct the rock revetment. One traffic lane in each direction of travel will be made operational during construction; however, due to construction and closure of one lane, this may cause minimal impacts to travel and response times. This will cease once construction is complete. Therefore, there are less than significant impacts to public services. The following measure will be incorporated to minimize impacts to public services during construction:

T-1: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.

3.6.16 Recreation

Question	CEQA Determination
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

Question	CEQA Determination
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

CEQA Significance Determinations for Recreation

No Impact

a, b) The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities or include recreational facilities and/or require the construction or expansion of recreational facilities. The proposed project will provide improvements to the rock slope revetment that is existing at the current site. Therefore, there are no impacts.

3.6.17 Transportation

Would the project:

Question	CEQA Determination
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?	Less Than Significant Impact

CEQA Significance Determinations for Transportation

No Impact

a, b, c) The proposed project is a RSP project that will repair the slope and protect the highway from collapse. The proposed project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, or conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b), or substantially increase hazards due to a geometric design, because the project will not add capacity to the highway nor alter the existing alignment. The project will improve upon the RSP that is already existing at the site. Therefore, there are no impacts.

Less than Significant Impact

d) The proposed project will require one lane closure during construction to work on the southbound shoulder. However, one travel lane will remain operational in each direction. This may still impact emergency access temporarily due to construction. However, this is temporary and will cease once construction ends. A Traffic Management Plan will be completed during the design phase and will require Caltrans to coordinate with local authorities to ensure impacts to emergency access are minimized, as much as feasible. The following measure will be incorporated to minimize impacts, as much as feasible:

T-1: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.

3.6.18 Tribal Cultural Resources

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 Determination
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	No 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

CEQA Significance Determinations for Tribal Cultural Resources

a, b) The proposed project is not on a site listed or eligible for listing in the California Register of Historical Resources. It is also not determined to be significant pursuant to PRC 5024. Therefore, there are no impacts to tribal cultural resources.

3.6.19 Utilities and Service Systems

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA Significance Determinations for Utilities and Service Systems

No Impact

a) The proposed project will not need relocation or construction of new expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities. The existing power poles will be protected in place and will not be relocated. The drainage outlets will be constructed where it is currently existing, but will be expanded to accommodate the new RSP. The proposed project will not need wastewater treatment for the life of the project as it is a RSP project intended to protect the state's assets and repair the revetment. However, the electrical power lines will need to be relocated during construction and will be relocated back to the original location once construction is complete. It is not anticipated that any residents or businesses will be affected by the temporary re-routing of the power lines as temporary poles will be set up to run electricity through a separate path. Electricity service will be uninterrupted. Therefore, there are no impacts. The following measures will minimize impacts to utilities, as much as feasible:

U-1: Caltrans would coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process would include an evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection measures would be incorporated into the final plans and specifications.

U-2: Coordination with the California Public Utilities Commission (CPUC) would be conducted during final design and throughout construction of the Project.

b, c, e) The proposed project will only need to utilize water during construction of the project and will not need water supplies for reasonably foreseeable future development. The proposed project is a RSP project and does not need water supplies operationally. Therefore, there is no impacts to water supplies. In addition, the proposed project will not need to utilize a wastewater treatment provider as the project does not need wastewater treatment operationally. Therefore, there is no impacts to wastewater treatment providers. During construction, Caltrans will comply with all federal, state, and local management and reduction statutes in regard to the management of solid waste. Therefore, the project is in compliance with the statutes and there are no impacts to the compliance and management of solid waste.

Less than Significant Impact

d) The proposed project is minor and will not generate solid waste in excess of state or local standards, or in excess of capacity of local infrastructure. However, the proposed project will generate some construction waste and will contribute to waste disposal facilities. Therefore, there are less than significant impacts to generating solid waste.

3.6.20 Wildfire

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

Question	CEQA Determination
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

CEQA Significance Determinations for Wildfire

No Impact

b, c, d) The proposed project will not exacerbate fire risks as the proposed project will be placing RSP on the slope surface where it is already existing. It will not expose project

occupants with more pollutants or an uncontrolled spread of wildfire compared to existing. It will not expose people or structures to significant risks compared to existing. Therefore, there are no impacts.

Less than Significant Impact

a) During construction, one lane will be closed on the southbound shoulder to enable construction on the slope. Minor traffic delays are anticipated due to construction. However, one lane in each direction of travel will remain operational during the entirety of project construction. Therefore, the proposed project will not substantially impair an adopted emergency response plan or emergency evacuation plan. The project team will also coordinate with emergency personnel during the design phase to ensure that the proposed project will not interfere with emergency and evacuation plans. A Traffic Management Plan will be implemented to ensure traffic impacts are minimized as much as feasible. Therefore, there will be less than significant impacts. Please refer to Section 3.4 Wildfire for more information.

3.6.21 Mandatory Findings of Significance

Question	CEQA Determination
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
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 with Mitigation Incorporated
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

CEQA Significance Determinations for Mandatory Findings of Significance

Less than Significant Impact

a, c) The proposed project will not substantially degrade the quality of the environment, 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 wildlife community, or reduce the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory. There is no substantial adverse effect to rare or endangered

species, fish or wildlife species, and plant or wildlife communities, as there is low to no potential for presence of those species within the project footprint as discussed in 3.6.4 Biological Resources. In addition, there are no cultural resources in the project footprint so no important examples of major periods of California history or prehistory will be eliminated. The proposed project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly as no communities will be impacted as a result of the project. The proposed project will require one lane closure which will temporarily impact traffic flow at the time of construction. However, one traffic lane in each direction will still be opened during construction. Therefore, minor impacts to traffic are anticipated. Temporary air quality emissions as a result of project construction are also anticipated, but those minor impacts as a result of the project will cease once project construction is complete. The overall environmental effects to the environment and human beings are less than significant for the project.

Less than Significant with Mitigation Incorporated

b) The proposed project is a RSP project, which is considered shoreline armoring under the coastal development permit. Shoreline armoring impacts shoreline processes and regional sand supply and is a prime contributor to stronger wave run-ups and more frequent coastal hazards.[19] Though the proposed project is only approximately 200-foot in length, the coastline up and down the project site from Ventura County to Los Angeles County is protected through shoreline armoring. When viewed in connection with past projects, current projects, and future projects, the RSP from this proposed project is considered cumulatively considerable since the existing condition is acute and the proposed project will contribute incrementally to the existing condition. Please see Section 3.5 Cumulative Impacts for more information on the cumulative considerable findings for the proposed project.

[19] https://www.coastal.ca.gov/recap2/chapter5.pdf

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identity potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency, tribal consultation, and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings and early coordination with relevant stakeholders. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Notice of Initiation of Studies

On December 10, 2025, a Notice of Initiation of Studies was sent to elected officials, native tribal contacts, public agencies, organizations, and other interested individuals as a part of the early coordination process (Figure 14 and Figure 15). On December 24, 2025, a Notice of Initiation of Studies in the form of a postcard was sent to residents and property owners within 1.5 miles of the project site (Figure 16). Approximately 10 elected officials, 8 tribal contacts, 31 agencies/organizations, and 506 property owners/residents were notified through the mail. The distribution list is available in Chapter 6. The comment period ended on February 6, 2026.

A total of one comment was received during early coordination process. The comment is summarized below:

- Amanda Dobrov from Tribal Elders' Council for the Santa Ynez Band of Chumash Indians contacted Caltrans on December 18, 2025, to request consultation and cultural documents for the proposed project. Kristin Fusello, cultural specialist, provided cultural documents to the contact on December 23, 2025. There were no further comments.

Coastal Coordination

Coordination with the California Coastal Commission (CCC) for the proposed project began during the project scoping process in early 2020 and resulted in a memorandum identifying potential studies and mitigation measures that may be required to obtain a Coastal Development Permit (CDP). In early 2024, Caltrans reinitiated coordination with Ventura County and the CCC to inform both agencies of the commencement of technical studies and preparation of the environmental document. Since then, Caltrans has maintained ongoing coordination with the CCC through meetings, phone calls, emails, and virtual communication platforms to obtain technical assistance and discuss project development.

During March of 2025, Caltrans held a meeting with CCC and Ventura County to discuss the alternatives for the proposed project and both agencies agreed that there were very limited alternatives for the project site. Since the proposed project is within CCC's original jurisdiction, CCC suggested permit consolidation for the proposed project. Ventura County formally supported this recommendation in a letter dated December 24, 2025, delegating coastal

compliance review responsibilities to the CCC (Figure 17). On October 8, 2025, Caltrans sent the Coastal Hazards Analysis to CCC for review. Following its review, the CCC concurred on November 24, 2025, that we should move forward with the Rock Slope Protection (RSP). The analysis determined that the RSP alternative would provide the greatest adaptability to future sea-level rise, and all other alternatives were subsequently eliminated from further consideration.

Throughout 2025 and 2026, Caltrans and the CCC worked collaboratively to identify appropriate mitigation measures for the project. Review of historical and recent aerial imagery indicated that no public beaches exist adjacent to the project site; therefore, both agencies agreed that public access improvements or facility enhancements would not provide meaningful benefits. Instead, the CCC recommended evaluating contributions to in-lieu fee programs that support sand replenishment or coastal enhancement efforts in the vicinity of the project area. On February 13, 2026, CCC provided Caltrans with an example of the Sand Supply and Armoring Quantification Sheet to estimate potential mitigation costs associated with shoreline armoring impacts. Caltrans completed the analysis and submitted the updated quantification sheet to the CCC on May 1, 2026. During a subsequent meeting on May 29, 2026, the CCC concurred with the overall methodology and assumptions used in the analysis.

Caltrans will continue coordinating with the CCC throughout project development to refine mitigation measures. Final mitigation commitments and coastal compliance requirements will be determined during the Coastal Development Permit application process in the design phase.

Native American Consultation

Caltrans notified 12 tribal representatives identified by the NAHC by mail and email on October 30, 2024. On November 24, 2024, Caltrans left a voicemail for three tribal representatives who had their phone number listed. There were no responses or comments received.

Federal Endangered Species Act Consultation Summary

On April 30, 2024, Caltrans requested for guidance from National Marine Fisheries Services (NMFS) regarding protocol surveys for black abalone. Caltrans conducted the black abalone survey on January 28, 2025. On November 17, 2025, Caltrans shared the black abalone survey report with NMFS, which concluded the project with a no effect determination for black abalone. NMFS responded stating that they do not have any substantial concerns.

State Endangered Species Act Consultation Summary

On April 30, 2024, Caltrans requested for technical assistance for black abalone from California Department of Fish and Wildlife (CDFW). On October 28, 2024, CDFW responded stating that they would recommend a black abalone survey be conducted. A black abalone survey was conducted on January 28, 2025. With the implementation of Best Management Practices (BMPs) and other standard avoidance measures, the proposed project is not expected to result in substantial sedimentation or runoff impacts and therefore, no effects to black abalone are anticipated.

U.S. Army Corps of Engineer Coordination Summary

On November 13, 2024, Caltrans first consulted with U.S. Army Corps of Engineers (USACE) to inquire about potential permit information. From January 2025 to May 2025, Caltrans coordinated with USACE to provide them with photos of the existing site and further information about project delineation. On March 25, 2025, Caltrans biologist Patrick Thompson and Michael Klima met Jeniffer Aleman-Zometa from USACE to discuss impacts and information needed for project permits. On May 8, 2025, Caltrans provided further clarification on the delineation of the proposed project. Coordination is ongoing and it is anticipated that a Nationwide Permit 13 will be obtained during the design phase.

Regional Water Quality Control Board Coordination Summary

On July 8, 2025, Caltrans informed Regional Water Quality Control Board (RWQCB) of the proposed project and potential RWQCB jurisdiction. On March 24, 2026, the updated scope of work was sent to RWQCB, and RWQCB responded that the work is below highest observed tideline and that the project will require Water Board authorization. Coordination is ongoing and it is anticipated that a 401 Water Board Certification will be obtained during the design phase.

Figure 14. Notice of Initiation of Studies for Public Agencies and Organizations

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

December 10, 2025

Agencies and Organizations
Interested in the SR-1 Rock Slope Restoration Project

Notice of Initiation of Studies (NOI) for the SR-1 Rock Slope Restoration Project

This notice is to inform you that the California Department of Transportation (Caltrans) is formally initiating studies for a project that will reconstruct approximately 200 feet of damaged rock slope protection (RSP) in the southbound direction of State Route (SR) 1 between Yerba Buena Road and Deer Creek Road at post-mile (PM) 1.6, in unincorporated Ventura County. The purpose of this project is to bring the damaged slope and highway to safety and functional standards.

The following alternatives and scope of work are proposed for the purpose and need of the project:

Alternative 1 – Rock Slope Protection (RSP)

- Reconstruction of RSP and RSP fabric
- Conduct cold-plane and overlay eight (8) inch Hot Mix Asphalt (HMA) on the southbound shoulder
- Relocation of existing power poles
- Modification of existing drainage and installation of overside drains

Alternative 2 – No Build Alternative

- There will be no construction under this alternative. This alternative will not address the safety concerns surrounding the existing conditions and severe erosion of the site.

Based on the current scope, it is anticipated that an Initial Study leading to a Mitigated Negative Declaration (MND) and Environmental Assessment leading to a Finding of No Significant Impact (FONSI) will be prepared to evaluate the anticipated environmental effects pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

During the study, Caltrans will work closely with the public and local agencies to ensure that all pertinent factors and viable alternatives are considered. We welcome any comments or suggestions you may have concerning possible alternatives or potential social, economic, and environmental impacts resulting from the proposed project.

Please submit any questions or comments by email or postal mail by **February 6, 2026** to:
susan.tse@dot.ca.gov

Susan Tse Koo, Senior Environmental Scientist
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012

All comments received will become part of the project record and will provide valuable guidance to our environmental and design team. Thank you for your interest in this important transportation study.

Sincerely,

Kelly Ewing-Toledo

KELLY EWING-TOLEDO
Deputy District Director, Division of Environmental Planning
California Department of Transportation District 7

Vicinity Map



"Improving lives and communities through transportation"

Figure 15. Notice of Initiation of Studies for Elected Officials

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

December 1, 2025

<Mr./Ms./The Honorable Name>
<Title>
<Organization>
<Address>
<City, ST ZIP>

Dear <Mr./Ms./Senator/Secretary>:

Notice of Initiation of Studies (NOI) for the SR-1 Rock Slope Restoration Project

This notice is to inform you that the California Department of Transportation (Caltrans) is formally initiating studies for a project that will reconstruct approximately 200 feet of damaged rock slope protection (RSP) in the southbound direction of State Route (SR) 1 between Yerba Buena Road and Deer Creek Road at post-mile (PM) 1.6, in unincorporated Ventura County. The purpose of this project is to bring the damaged slope and highway to safety and functional standards. The following alternatives and scope of work are proposed:

Alternative 1 – Rock Slope Protection (RSP)

- Reconstruction of RSP and RSP fabric
- Conduct cold-plane and overlay eight (8) inch Hot Mix Asphalt (HMA) on the southbound shoulder
- Relocation of existing power poles
- Modification of existing drainage and installation of overside drains

Alternative 2 – No Build Alternative

- There will be no construction under this alternative. This alternative will not address the safety concerns surrounding the existing conditions and severe erosion of the site.

Based on the current scope, it is anticipated that an Initial Study leading to a Mitigated Negative Declaration (MND) and Environmental Assessment leading to a Finding of No Significant Impact (FONSI) will be prepared to evaluate the anticipated environmental effects pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

During the study, Caltrans will work closely with the public and local agencies to ensure that all pertinent factors and viable alternatives are considered. We welcome any comments or suggestions you may have concerning possible alternatives or potential social, economic, and environmental impacts resulting from the proposed project.

Please submit any questions or comments by email or postal mail by **January 5th, 2026** to:

"Improving lives and communities through transportation"

kelly.ewing-toledo@dot.ca.gov
Kelly Ewing-Toledo, Deputy District Director
Division of Environmental Planning
Caltrans, District 7
100 South Main Street, MS16A
Los Angeles, CA 90012

All comments received will become part of the project record and will provide valuable guidance to our environmental and design team. Thank you for your interest in this important transportation study.

Sincerely,

Gloria Roberts (Dec 1, 2025 12:04:48 PST)

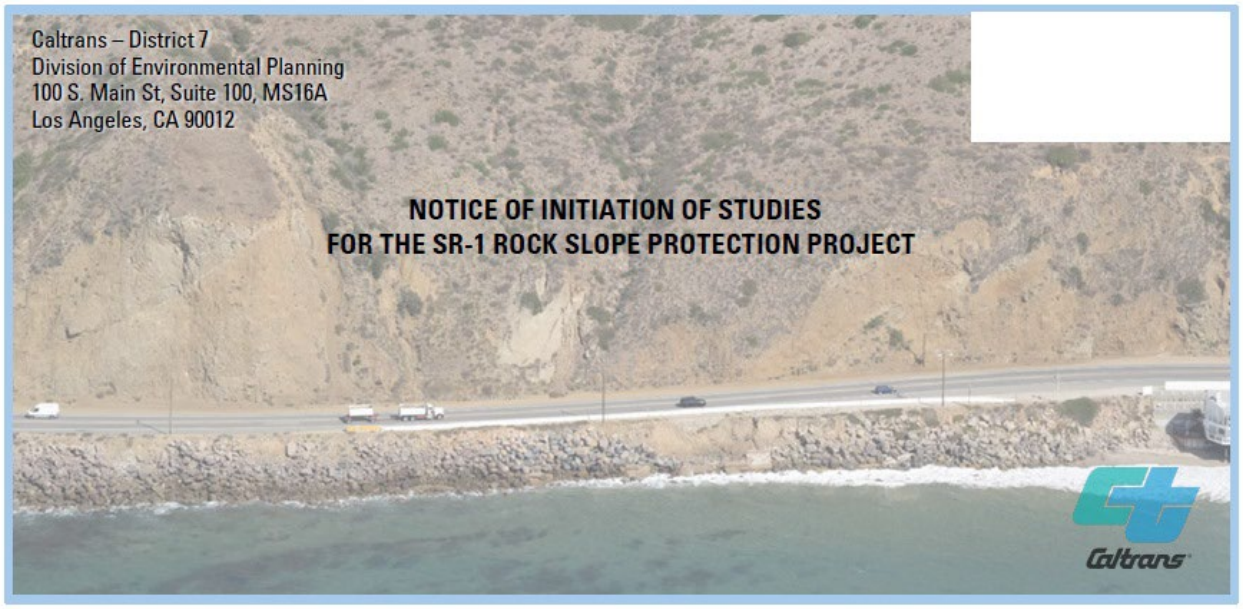
GLORIA ROBERTS
District Director
California Department of Transportation District 7

Vicinity Map



"Improving lives and communities through transportation"

Figure 16. Notice of Initiation of Studies Public Postcard



SR-1 ROCK SLOPE PROTECTION PROJECT

NOTICE OF INITIATION OF STUDIES FOR THE SR-1 ROCK SLOPE PROTECTION PROJECT

The California Department of Transportation (Caltrans) is proposing to reconstruct approximately 200 feet of damaged rock slope protection (RSP) in the southbound direction of State Route (SR) 1 between Yerba Buena Road and Deer Creek Road, at Post Mile (PM) 1.6, in unincorporated Ventura County. The purpose of this project is to repair and reconstruct the damaged slope and highway to functional standards. The project includes the following alternatives and scope of work:

Build Alternative – Rock Slope Protection (RSP)
The scope of work for the Build Alternative includes reconstruction of RSP and the underlying RSP fabric, as well as cold-plane and overlay of the adjacent highway.

No Build Alternative
There will be no construction under this alternative. This alternative will not address the existing conditions and severe erosion of the site.

It is anticipated that an Initial Study leading to a Mitigated Negative Declaration (MND) and Environmental Assessment leading to a Finding of No Significant Impact (FONSI) will be prepared to evaluate the anticipated environmental effects pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Please submit any questions or comments by email or postal mail by **February 6, 2026** to:

Susan Tse Koo, Senior Environmental Scientist
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS16A, Los Angeles, CA 90012
susan.tse@dot.ca.gov



Figure 17. Ventura County Coastal Consolidation Concurrence



COUNTY of VENTURA

RESOURCE MANAGEMENT AGENCY
DAVE WARD
Planning Director

SUSAN CURTIS
Assistant Planning Director

December 24, 2025

Ms. Jacqueline Phelps, District Supervisor
California Coastal Commission
South Central Coast District
89 South California Street, Ventura, CA 93001
Jacqueline.Phelps@coastal.ca.gov

Subject: Consolidated Permit
Rock Slope Protection
State Route 1 (SR-1); Post Mile (PM 1.6)

Dear Ms. Phelps:

The County of Ventura Planning Division received a request from Lillian Cai, California Department of Transportation, regarding a consolidated permit to reconstruct damaged rock slope protection (RSP), approximately 200 feet long, on southbound State Route 1 (SR-1), between Yerba Buena Road and Deer Creek Road (PM 1.6).

Background:

This project was originally approved as an emergency authorization under Director's Order (EA 1XQ70); however, construction was not completed. Caltrans has reprogrammed the project under a Major Damage (Permanent Restoration) Program with construction tentatively scheduled to take place in August 2028.

There are four alternatives Caltrans is considering for the repair, including the no-build alternative. The four alternatives include:

- Build Alternative 1 – Rock Slope Protection
- Build Alternative 2 – Secant Pile Wall
- Build Alternative 3 – Realignment with Rock Slope Protection
- Build Alternative 4 – No Build

Caltrans was advised by the California Coastal Commission to send an email request to the County of Ventura to approve/agree to the Coastal Commission processing of a consolidated Coastal Development Permit for the project.

HALL OF ADMINISTRATION #1740
805-654-2481 • FAX 805-654-2509 • 800 South Victoria Avenue, Ventura, CA 93009 • rma.venturacounty.gov

The Ventura County Planning Division supports a consolidated permit be issued by the California Coastal Commission to reconstruct approximately 200 feet of damaged rock slope protection along SR-1, PM 1.6.

If you have any questions about this letter, please contact Noe Torres at (805) 654-2497 or Noe.Torres@venturacounty.gov.

Sincerely,

Jennifer Trunk, Manager,
Permits Administration Section
Ventura County Planning Division

Encl.:

Attachment 1: State of California Department of Transportation Memorandum, dated March 11, 2024
Attachment 2: Project Plans
Attachment 3: Aerials (Layout 1 and Layout 2)

c: Lillian Cai, Caltrans District 7: Lillian.Cai@dot.ca.gov
Mojgan Abbassi, Caltrans District 7: mojgan.abbassi@dot.ca.gov
Case File

Chapter 5 List of Preparers

Lillian Cai, **Environmental Generalist**

Susan Tse Koo, **Senior Environmental Scientist (Supervisory)**

Hannah Tram, **Environmental Scientist**

Christopher Laurel, **National Environmental Policy Act Quality Control Reviewer**

Pauline Lee, **Technical Edit Reviewer**

Kimberly Harrison, **Cultural Specialist**

Kristin Fusello, **Cultural Specialist**

Claudia Harbert, **Senior Cultural Specialist**

Michael Klima, **Biologist**

Luke Benson, **Biologist**

Paul Caron, **Senior Biologist**

Michael Watson, **Hazardous Waste Specialist**

Henry Jones, **Senior Hazardous Waste Specialist**

Alison Wong, **Air Quality Specialist**

Roland Cerna, **Noise Specialist**

Andrew Yoon, **Senior Air Quality and Acting Noise Specialist**

Jim Allen, **Paleontology Specialist**

Shan Cai, **Landscape Architect**

George Olguin, **Senior Landscape Architect**

Wing Y. Lee, **Senior Hydraulics Engineer**

Ahmed El-Jamal, **Project Engineer**

Munshi Mohsin, **Senior Transportation Engineer**

Ahmed Nasr, **Project Manager**

Joshua Miller, **Drone Photography**

Chapter 6 Distribution List

Elected Officials

The Honorable Jeff Gorell
Ventura County Supervisor for District 2
2100 E Thousand Oaks Blvd.
Thousand Oaks, CA 91362

The Honorable Michelle Ascencion
Ventura County Clerk
800 S. Victoria Ave.
Ventura, CA 93009

The Honorable Julia Brownley
Representative in Congress District 26
223 E. Thousand Oaks Blvd., Suite 220
Thousand Oaks, CA 91360

The Honorable Adam Schiff
U.S. Senator
245 E. Olive Avenue, #200
Burbank, CA 91502

The Honorable Alex Padilla
U.S. Senator
255 E. Temple St., Suite 1860
Los Angeles, CA 90012

The Honorable Thomas McCoy
Oxnard Union High School District
Superintendent
1800 Solar Dr.
Oxnard, CA 93030

The Honorable Genevieve Flores-Haro
Oxnard Union High School District
Board President
1800 Solar Dr.
Oxnard, CA 93030

The Honorable Karen Sher
Oxnard Union High School Board
Member Trustee Area 3
1800 Solar Dr.
Oxnard, CA 93030

The Honorable Monique Limon
State Senate District 21
300 E. Esplanade Drive, Suite 430
Oxnard, CA 93036

The Honorable Jacqui Irwin
State Assembly Member District 42
223 E. Thousand Oaks Blvd., Suite
412 Thousand Oaks, CA 91360

Tribal Elected Officials

Cultural Resource Committee,
Barbareño/Ventureño Band of Mission Indians
P.O. Box 364
Ojai, CA, 93024

The Honorable Julio Quair, Chairperson
Chumash Council of Bakersfield
729 Texas Street
Bakersfield, CA, 93307

The Honorable Gabe Frausto, Chairman
Coastal Band of the Chumash Nation
P.O. Box 40653
Santa Barbara, CA, 93140

The Honorable Violet Walker, Chairperson
Northern Chumash Tribal Council
P.O. Box 6533
Los Osos, CA, 93412

The Honorable Nakia Zavalla, Tribal Historic Preservation Officer
Santa Ynez Band of Chumash Indians
100 Via Juana Road
Santa Ynez, CA, 93460

The Honorable Sam Cohen, Government & Legal Affairs Director
Santa Ynez Band of Chumash Indians
100 Via Juana Road
Santa Ynez, CA, 93460

The Honorable Crystal Mendoza, Elders' Council Administrative Assistant
Santa Ynez Band of Chumash Indians
100 Via Juana Road
Santa Ynez, CA, 93460

The Honorable Wendy Teeter, Cultural Resources Archaeologist
Santa Ynez Band of Chumash Indians
100 Via Juana Road
Santa Ynez, CA, 93460

Agencies, Organizations, and Interested Individuals

Morgan Capilla
U.S. Environmental Protection Agency, Region IX
75 Hawthorne Street
San Francisco, CA 94105

Mark Elvin, Section 7 Program Coordinator
U.S. Fish and Wildlife Service
2493 Portola Rd. Suite B
Ventura, CA 93003-7726

Jeniffer Aleman-Zometa
US Army Corps of Engineers, LA District
Attn: CESPL-CO-R
915 Wilshire Boulevard, Suite 1109
Los Angeles, CA 90053-2325

Mandy Ingham, Branch Supervisor
National Marine Fisheries Services
501 West Ocean Blvd. Suite 4200
Long Beach, CA 90802

Jody Lyle, Superintendent
National Park Service/Santa Monica Mountains
26876 Mulhholland Highway
Calabasas, CA 91302

Leslie Rodgers, Executive Director
Federal Transit Administration
201 Mission St., Ste 1650
San Francisco, CA 94105

Tashia Clemons, Senior Transportation Specialist
Federal Highway Administration
650 Capital Mall, Ste 4-100
Sacramento, CA 95814

Governor's Office of Planning and Research
CA State Clearinghouse
PO Box 3044
Sacramento, CA

Julianne Planco, State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 90013

Mackenzie Rich, Caltrans District 7 Liaison
California Department of Fish and Wildlife
3030 Old Ranch Pkwy, Suite 400
Seal Beach, CA 90013

California Highway Patrol (765 Ventura)
4656 Valentine Road
Ventura, CA 90802

Holly Galbreath, Air Quality Specialist II
Air Pollution Control District
4567 Telephone Road
Ventura, CA 93003

Chloe Seifert, Environmental Scientist
Regional Water Quality Control Board
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

Celine Gallon, Environmental Program Manager
Regional Water Quality Control Board
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

Marlene Alvarado, Senior Coastal Planner
California Coastal Commission
301 Ocean Blvd. Suite 300
Long Beach, CA 90802

Megan Cooper, Regional Manager
California State Coastal Conservancy
1515 Clay Street
Oakland, CA 94612

Noa Rishe, Environmental Scientist
State Parks and Recreation
1925 Las Virgenes Road
Calabasas, CA 91302

Barbara Tejada
State Parks and Recreation
1925 Las Virgenes Road
Calabasas, CA 91302

Nicole Dobroski, Chief of Environmental Science, Planning, and Management
California State Lands Commission
301 East Ocean Boulevard
Long Beach, CA 93010

Richard Boyd, Division Chief
Transportation and Toxics Division California Air Resources Board
PO Box 2815
Sacramento, CA 95812

Noe Torres, Permit Planner
Ventura County Local Coastal Program
800 S. Victoria Ave. L#1740
Ventura, CA 93009

Aubrie Richardson, Permit Planner
Ventura County Local Coastal Program
800 S. Victoria Ave. L#1740
Ventura, CA 93009

Gregg Strakaluse, Agency Director
Ventura County Public Works
800 S. Victoria Ave.
Ventura, CA 93009-1600

Ventura County Fire Department Station
11855 Pacific Coast Highway
Malibu, CA 93009-1260

Claire Grasty, Transit Director
Ventura County Transportation Commission
751 E. Daily Dr. STE. 420
Camarillo, CA 90019

Amy Fonzo, Chair
Ventura County Chamber of Commerce
2478 E Main St.
Ventura, CA 91765-1401

John Reilly, Undersheriff
Ventura County Sheriff's Office
800 S. Victoria Ave.
Ventura, CA 93009

Dr. Phillip Phine
South Coast AQMD
21865 Copley Dr.
Diamond Bar, CA 90290

Rosi Dagit, Senior Conservation Biologist, RCD of the Santa Monica Mountains
540 S. Topanga Canyon Blvd.
Topanga, CA 90290

Jamie King, Conservation Biologist
RCD of Santa Monica Mountains
540 S. Topanga Canyon Blvd.
Topanga, CA 90265

Jessica Nguyen, Mountains Recreation and Conservation Authority
5810 Ramirez Canyon Road
Malibu, CA 90265

Property Owners

To minimize the size of the document, a list of property owners/residents/business owners are appended separately. Please request from Caltrans District Office for copy of Distribution List sent out to the public.

Appendix A Title VI/Non-Discrimination Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds 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. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. 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 (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)
DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

Appendix B Avoidance, Minimization, and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following Environmental Commitments Record is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. NOTE: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this Environmental Commitments Record.

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
Air Quality				
AQ-1: Construction contractor must comply with Caltrans Standard Specifications in Section 14-9: this includes Section 14-9.02, which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances and non-standard special provision 14-9.05, which mandates compliance and assigns responsibility to contractors.	Construction	Resident Engineer	Minimization	No
AQ-2: Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.	Construction	Resident Engineer	Minimization	No
AQ-3: Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.	Construction	Resident Engineer	Minimization	No
AQ-4: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.	Construction	Resident Engineer	Avoidance	No
AQ-5: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.	Construction	Resident Engineer	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
AQ-6: Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.	Construction	Resident Engineer	Avoidance	No
AQ-7: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.	Construction	Resident Engineer	Avoidance	No
AQ-8: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. All transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.	Construction	Resident Engineer	Minimization	No
AQ-9: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.	Construction	Resident Engineer	Minimization	No
AQ-10: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	Construction	Resident Engineer	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
AQ-11: All transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.	Construction	Resident Engineer	Minimization	No
Biological Resources				
BIO-1: All applicable Stormwater and Construction Site Best Management Practices (BMPs) shall be implemented and maintained for the duration of construction to avoid impacts to water quality and/or jurisdictional waters.	Before Construction & During Construction	Resident Engineer/Biologist	Minimization	No
BIO-2: A biological monitor shall observe construction activities on an as-needed basis to ensure compliance with all avoidance and minimization efforts. The biological monitor shall document and photograph work activity as well as any impacts to the rocky intertidal zone during construction activities.	During Construction	Biologist	Minimization	No
BIO-3: Gravel bags and silt fences shall be used, where required, as a barrier between construction activities and the tidal area to ensure construction material does not enter the ocean.	During Construction	Resident Engineer/Biologist	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
BIO-4: A preconstruction survey will be required prior to the start of construction to confirm presence/absence of plant and animal species of special concern.	Before Construction	Biologist	Avoidance	No
BIO-5: A pre-construction survey shall be conducted by experienced biologists to determine the presence or absence of black abalone in the project area.	Before Construction	Biologist	Avoidance	No
BIO-6: Caltrans Invasive Species Standard Specification 14-9.05 will be implemented for the proposed project. The measure includes stipulations for cleaning vehicle and equipment to avoid spread of invasive species.	During Construction	Resident Engineer	Avoidance	No
BIO-7: The contractor shall follow Caltrans Standard Specification 14-10.01 for Solid Waste Disposal and Recycling requirements.	During Construction	Resident Engineer	Avoidance	No
BIO-8: All efforts shall be made to ensure no discharge of construction materials or excess debris towards the ocean. Sediment control devices (e.g., siltation curtains, gravel bags, sandbags, hay bales, filter fabrics, and fiber rolls) shall be deployed as necessary to avoid discharge of sediments towards the ocean. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices.	During Construction	Resident Engineer/Biologist	Avoidance	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
BIO-9: Vehicle maintenance shall not be conducted in jurisdictional waters or streambed(s), herein defined as the channel through which a natural stream of water runs or used to run. Fueling and maintenance of vehicles shall only occur over paved or hard surfaces and designed to fully contain any spills.	During Construction	Resident Engineer	Avoidance	No
BIO-10: Any heavy equipment used in the project area shall be staged on pavement/hard surface within the prism of the roadway at the end of each workday. The equipment must remain on-site for the duration of the project. All heavy equipment shall be checked for oil leaks, gas, hydraulic fluid, and any other pollutant that could impact water quality and instream habitat each workday prior to being deployed into the project area.	During Construction	Resident Engineer	Avoidance	No
Coastal Resources				

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
C-1: Caltrans will work closely with the California Coastal Commission to evaluate opportunities for mitigation during the design phase. The purpose of the mitigation is to offset impacts to natural sand supply and beach replenishment caused by construction of shoreline armoring. The PDT will consider a wide range of potential mitigation options and will evaluate opportunities in the corridor for bicyclist/pedestrian facilities, public access, parking improvements, in-lieu fee programs, etc. Coordination is ongoing with the California Coastal Commission and details will be finalized during application of the Coastal Development Permit.	Construction	Project Manager, Generalist	Mitigation	Yes
Cultural Resources				

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
CUL-1: 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 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. This work is change order work.	Construction	Resident Engineer, Archaeologist	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
CUL-2: If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact enter the project contact, e.g., District Environmental Branch so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.	Construction	Resident Engineer, Archaeologist	Minimization	No
Geology, Soils, Seismic, and Topography				
GEO-1: Seismic considerations must be incorporated into the project in accordance with the geotechnical recommendations and applicable standards.	Design	Project Engineer	Minimization	No
GEO-2: Import materials must conform to the latest Standard Specifications for embankment construction. Placement of rock slope protection would conform to standard plans and specifications to provide resistance to coastal erosion and impacts.	Design	Project Engineer	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
GEO-3: Stone size of six tons is recommended for the rock slope protection (RSP). Geotextile filter cloth should be used beneath the RSP. Cover material such as gravel or rock fragments should be placed over the geotextile filter cloth to hold cloth in place.	Design	Project Engineer	Minimization	No
Greenhouse Gas Emissions				
GHG-1: Schedule truck trips outside of peak morning and evening commute hours.	Construction	Resident Engineer	Minimization	No
GHG-2: Maintain equipment in proper tune and working condition, use right sized equipment for the job, and use equipment with new technologies for improved fuel efficiency from construction equipment.	Construction	Resident Engineer	Minimization	No
GHG-3: Maximize use of recycled materials and reduce construction waste.	Construction	Resident Engineer	Minimization	No
GHG-4: Where available, it is recommended that materials within a local radius of the project area and/or locally available building materials be utilized.	Construction	Resident Engineer	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
GHG-5: Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.	Construction	Resident Engineer	Minimization	No
GHG-6: Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials.	Construction	Resident Engineer	Minimization	No
GHG-7: Produce HMA using warm mix technology.	Construction	Resident Engineer	Minimization	No
GHG-8: Improve drainage systems to adapt to localized flooding risks.	Construction	Resident Engineer	Minimization	No
GHG-9: Modify standards for the design, location, and construction of infrastructure to account for areas potentially subject to storm surge, sea level rise, and more frequent flooding.	Construction	Resident Engineer	Minimization	No
Hazardous Waste Materials				

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
HW-1: Caltrans must comply with the requirement of the Soil Management Agreement with the Department of Toxic Substances Control on management, transport, and disposal of aerially deposited lead (ADL) contaminated soil.	Construction	Resident Engineer	Minimization	No
HW-2: A Site Investigation (SI) for the acquired parcel will be required during the time of right-of-way acquisition.	Before Construction	Resident Engineer/Caltrans Office of Environmental Engineering	Minimization	No
HW-3: A project-specific Aerially Deposited Lead (ADL) SI should be conducted in the project design phase to evaluate and determine the extent of ADL contamination and to assist the General Contractor in preparing a project specific Lead Compliance Plan (LCP).	Before Construction & During Construction	Resident Engineer/Caltrans Office of Environmental Engineering	Minimization	No
HW-4: The contractor shall implement dust control and prepare a project specific LCP to prevent or minimize worker exposure to lead in the soil in accordance with the standard specifications for all work in unpaved areas.	Before Construction	Resident Engineer/Caltrans Office of Environmental Engineering	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
HW-5: Caltrans requires a task-specific LCP and Debris Containment and Disposal Work Plan for the handling and management of the yellow thermoplastic and/or lead based painted traffic stripes. Removal of such materials shall be properly collected, stored, transported, and disposed of in accordance with State and Federal guidelines.	Before Construction & During Construction	Resident Engineer	Minimization	No
HW-6: The Contractor shall also prepare a project specific LCP to prevent or minimize worker exposure to lead while removing and handling white traffic stripe residue.	Before Construction	Resident Engineer	Minimization	No
HW-7: Prior to starting construction, the contractor shall inspect the existing electrical components to determine if any hazardous materials are present. All electrical equipment requiring disposal shall be packaged and transported to an appropriate permitted disposal facility per the standard specification.	Before Construction & During Construction	Resident Engineer	Minimization	No
HW-8: If the project requires imported borrow, the contractor is responsible to perform analytical tests to ensure that imported borrow is free from contamination per SSP 6-1.03B, Imported Borrow.	During Construction	Resident Engineer	Minimization	No
Hydrology and Water Quality				

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
WQ-1: A Water Pollution Control Program (WPCP) that complies with Caltrans Standard Specifications will be prepared for the project. Temporary construction site Best Management Practices (BMPs) will be implemented in accordance to the WPCP.	Before Construction & During Construction	Resident Engineer	Minimization	No
WQ-2: The proposed project will require discharge of dredge and fill materials in the waters of the United States. Therefore, a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers and a Section 401 Water Quality Certification from the Regional Water Quality Control Board is required to ensure compliance with state water quality standards.	Plans, Specifications & Estimates	Biologist	Minimization	No
Noise				
N-1: Construction contractor must comply with Section 14-8.02, Sound Control Requirements, of Caltrans Standard Specifications which states that overnight construction noise levels should not exceed sustained 86dBA at 50 feet from job site activities. Noise levels generated during construction shall comply with applicable local, state, and federal regulations.	Construction	Resident Engineer	Minimization	No

Description of Commitment	Timing	Responsible Staff	Commitment Type	Mitigation under CEQA?
N-2: If pile driving or Cast-In-Drill-Hole piles is required for construction of a cofferdam, a Technical Construction Noise Report and a Noise Control Plan is required for the proposed project. A Nonstandard Special Provisions (nSSPs) may also be required for the proposed project to address sensitive residential land uses in the vicinity.	Construction	Resident Engineer, Noise Specialist	Minimization	No
Paleontological Resources				
PAL-1: If unanticipated paleontological resources are discovered at the job site, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer (RE)	Construction	Resident Engineer	Minimization	No
Transportation				
T-1: A Traffic Management Plan (TMP) will be implemented to minimize direct and cumulative construction impacts on the community. The TMP shall be developed in coordination with local agencies and emergency services, which include County of Ventura, California Highway Patrol, and Ventura County Fire Department. The TMP shall be provided with construction plan to the County of Ventura and County of Ventura Police and Fire Departments before the beginning of construction activities.	Design & Before Construction	Project Engineer	Minimization	Nos

Appendix C List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Environmental Document.

- District Preliminary Geotechnical Report, September 2024
- Paleontological Identification Report/Paleontological Evaluation Report, November 2024
- Air Quality Greenhouse Gas Memorandum, September 2024
- Noise Memorandum, March 2024
- Natural Environment Study, January 2026
- Natural Environment Study Updated Memorandum, March 2026
- Historic Property Survey Report, July 2025
- Visual Impact Assessment, March 2024
- Hazardous Waste Assessment, April 2026
- Coastal Hazards Analysis, October 2025
- Location Hydraulics Study Form, June 2026

Appendix D U.S. Fish and Wildlife Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
Phone: (805) 644-1766 Fax: (805) 644-3958
Email Address: FW8VenturaSection7@FWS.Gov

In Reply Refer To: 05/06/2026 23:15:39 UTC
Project Code: 2026-0086696
Project Name: VEN-1 Permanent Restoration RSP EA#07-37580

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a

written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
(805) 644-1766

PROJECT SUMMARY

Project Code: 2026-0086696
Project Name: VEN-1 Permanent Restoration RSP EA#07-37580
Project Type: Road/Hwy - Maintenance/Modification
Project Description: VEN-1 Permanent Restoration RSP EA#07-37580
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.0562894,-118.96900005790536,14z



Counties: Ventura County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 22 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
California Least Tern *Sternula antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Endangered
Coastal California Gnatcatcher *Polioptila californica californica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8178 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Threatened
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Endangered
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Threatened
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

NAME	STATUS
General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	

REPTILES

NAME	STATUS
Southwestern Pond Turtle *Actinemys pallida* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4768 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Proposed Threatened

AMPHIBIANS

NAME	STATUS
Western Spadefoot *Spea hammondii* Population: Southern DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5425 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Proposed Threatened

FISHES

NAME	STATUS
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Proposed Threatened

CRUSTACEANS

NAME	STATUS
Riverside Fairy Shrimp *Streptocephalus woottoni* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8148 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Endangered
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498 General project design guidelines: https://ipac.ecosphere.fws.gov/project/KEYNKYM6BNE33OZVLITCMXSIBE/documents/generated/11304.pdf	Threatened

FLOWERING PLANTS

NAME	STATUS
Braunton's Milk-vetch *Astragalus brauntonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5674	Endangered
California Orcutt Grass *Orcuttia californica* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4923	Endangered
Lyon's Pentachaeta *Pentachaeta lyonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4699	Endangered
Marcescent Dudleya *Dudleya cymosa ssp. marcescens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7145	Threatened
Nevin's Barberry *Berberis nevinii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8025	Endangered
Salt Marsh Bird's-beak *Cordylanthus maritimus ssp. maritimus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6447	Endangered
Santa Monica Mountains Dudleyea *Dudleya cymosa ssp. ovatifolia* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2538	Threatened
Spreading Navarretia *Navarretia fossalis* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1334	Threatened
Verity's Dudleya *Dudleya verityi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4342	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act (MBTA). Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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1. The Migratory Birds Treaty Act of 1918.

2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Black-vented Shearwater *Puffinus opisthomelas* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9623	Breeds elsewhere
Pink-footed Shearwater *Ardenna creatopus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9598	Breeds elsewhere
Scripps's Murrelet *Synthliboramphus scrippsi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10677	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

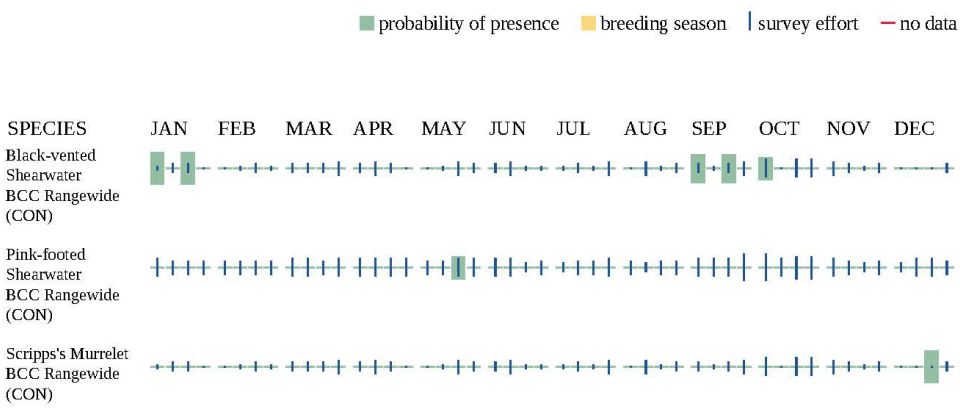
Probability of Presence (▪)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 7
Name: Luke Benson
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NMFS Species List Accessed 6/1/2026 by Luke Benson

VEN-1 RSP Permanent Restoration
EA # 07-37580

Quad Name **Triunfo Pass**
Quad Number **34118-A8**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) - X
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat - X
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - X
Range White Abalone (E) - X

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans - X
MMPA Pinnipeds - X